The Marker Lamp

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The Marker Lamp

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The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

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Cover photo
Outside of Vaughn, NM
by Riley Triggs

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President's Message

by Donna Orr
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Full Steam Ahead

World's Largest Steam Locomotive Returns with 'The Big Boy 2021 Tour'

Union Pacific's Big Boy No. 4014, will embark on "The Big Boy 2021 Tour" Aug. 5 to celebrate railroad heritage and the communities Union Pacific serves. This is the first tour since the locomotive was restored for 2019's "Great Race" tours celebrating the 150th anniversary of the transcontinental railroad's completion.

The multi-year restoration took place at Union Pacific's steam shop in Cheyenne, Wyoming, following a retirement that spanned six decades. I'm sure a lot of you know quite a bit about the Big Boy. But I'm amazed that it weighs 1.2 million pounds. And this summer the Big Boy will tour through 10 of the states that the Union Pacific serves. The 4014 will leave Cheyenne, Wyoming on August 5 and travel through Arkansas, Colorado, Illinois, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, Texas and Wyoming. But on Saturday August 14th the Big Boy will be on display in Ft Worth, Texas and on Tuesday, Aug. 17: Houston, Texas. I'm sure we will hear more about this event later from the coordinator and volunteers.

Back to the NMRA and the LSR. Some of you know me and some of you do not. So here is a little background – my father was the culprit that got me interested in trains, when I was a toddler. I was born and raised in Pennsylvania and one of my uncles was a train engineer. And one of his runs was through Indiana, Pa to the world-famous horse shoe curve at Altoona, Pa.

The train tracks ran behind my parents' property. When I had a chance to sneak off, my uncle would let me ride with him. And yes, now you can not do that, but back then there were lots of things engineers could get away with. I was always amazed by the real-life trains. Back then, you could also walk and talk with the hobos that camped by the tracks and not have any fear of any bad consequences. But that was another era. Now, I love magical and whimsy.

I have the old Lionel and American Flyer trains set up in one train room and in my other train room I have a small N scale layout that is Eureka (a fun Syfy TV show) and the beginnings of a Harry Potter layout. Then out side are 2 G-scale layouts. One is Santa Land and the other is Green Stone Gulch. Enough about me.

We have a new International NMRA President, Gordon (Gordy) Robinson. Gordy has a great challenge ahead of him but he has the stamina to be a great President and lead the NMRA forward.

We had our elections and as you know, I was elected LSR President (thank you for the opportunity to serve our region), and "Speed" was reelected as treasurer, Mike Mackey, reelected as Div 1 director and Don Kimmel reelected as Div 7 director. But we have two new names for the group, Charles Goodrich as Div 3 director and Brooks Willig as Div 5 director. We also have a new Education Chair – John Lowrance, MMR and a new Convention Chair – Joe Leising. Welcome guys!

This year's Convention had been changed to October, it's going to be a great combined regional convention. But October is coming fast, so if you haven't registered to go and are planning on it, you need to register very soon. Hope to see you there.

Model Railroading During a Pandemic

by Riley Triggs
rileytriggs@gmail.com
ponyrr.blogspot.com
modelrailroaddesign.blogspot.com

Southbound UP train at McNeil, Tx at an Austin Model Railway Society outing

Rail critter switching the Austin White Lime Plant at McNeil, TX with onlookers

Model railroading, like every single other aspect of life, has been effected in a multitude of ways by the ongoing pandemic. And, like everything else, we have tried to adapt as best as possible while keeping ourselves, our loved ones, and our communities at large as safe as possible. The resulting Covid decision fatigue has been likewise stressful balancing planning our hobby events with trying to help end the pandemic by doing everything within our individual powers to act responsibly.

Move - postpone - cancel - continue on? has become a continuous decision pendulum based on daily reports, mandates, medical recommendations, threat stages from local, state, and federal agencies, venue rules and availability, group comfort and vulnerability levels, and last, but not least, our own very important personal feelings.

I've experienced this on all levels from being a potential attendee at op sessions to planning an event for a couple of thousand people. It has taken its toll, but it has also revealed just how valuable things like our hobby are to us.

My suspicions that a slower, more focused life is more enjoyable than a breakneck, speedy, multitudinous one has been confirmed. Also, real, in-person, physical group activities are more fun than screen-mediated interactions, obviously, but there are also many old and new friends now in touch out there born out of that necessity which has been a positive result. And then the real meat: more modeling is more fun.

None of these observations are earth-shattering, and I think most of you would tend to agree with me. The Covid decision pendulum will continue for the foreseeable future as will the stress and fatigue associated with it. But a question to ask ourselves as the world notches up again is can we apply what we have learned in these most unusual of times about what makes us happy for a more enjoyable hobby future?

I'm working on it, and I hope you are, too. Regardless, let's check in often and see how we are doing. Be safe.

Riley

A post-vaccine operating session

A twice-postponed and rescheduled Austin Train Show

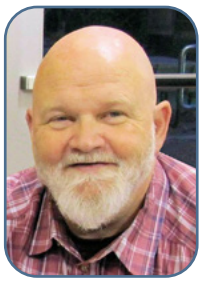
One of a thousand zoom meetings

About the 0-6-0 in Clovis, NM that I published last issue, Steve Sandifer offered that often tenders on static displays are not the ones used in service because railroads would keep using the ones in good working condition. But, he says:

I liked your photo of the 9005 in the Marker Lamp. Just some further info. Engines 2000-2038 were 0-6-0s built by Baldwin in 1906. That engine is 115 years old! Engines that survived after the war were renumbered from the 2000 class to the 9000 class between December 1945 and March, 1946. 9005 was renumbered December 26, 1945 and served at Clovis until donated in June, 1954. The tender with it is the same one it used for the latter 20 years of its life, if not longer. It was one of the few modified in the 1920s with superheat and outside piston valves and steam pipes. The 9005 lasted longer than any of its sisters and is the only one of the class to be preserved.

-Steve Sandifer, MMR

Up the Tracks Events Calendar



By Bill Dryden
NMRA & LSR Life Member

DISCLAIMER in light of COVID-19

I have visited each of the web sites provided, however, you should (re)verify any event you are interested in attending before traveling to it.

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at bdr149@airmail.net.

The Tulsa Union Convention
2021 Midcontinent and Lone Star Regions NMRA

New Dates!
October 6-10, 2021

http://www.2021tulsaunion.com/
Embassy Suites
3332 South 79th Street
Tulsa, OK
Come all!!
PARTICIPATE!!!

RECURRING EVENTS AND MEETINGS

LSR Division 3 - Trinity River Division – Allen

The Trinity River Division meets on the Third Saturday of every month at the Christ Servant Lutheran Church, Allen Texas. Occasionally things change due to scheduling conflicts so pay close attention to the email meeting notices that go out a week before the meeting. If you would like to be added to the email list contact Donna Orr at donnalorrtx@gmail.com.

LSR Division 4 – Cen-Tex Division – Austin

The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the Second Saturday of the *odd* months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see http://centexnmra.org or contact director@centexnmra.org to be added to the mail list.

LSR Division 8 - Texas Gulf Division – Houston

The Texas Gulf Division presents hands-on-clinics every second Saturday of each month at the Bayland Center, 6400 Bissonnet, Houston. The clinic times are 10:00 a.m. to 12:00 p.m. All are welcome. To be added to the Division 8 mailing list contact Jim Lemmond at jimlem@comcast.net. The Division 8 web site is http://texasgulfdivision.org/

Alamo Model Railroad Engineers - San Antonio

The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site www.alamomodelrailroadengineers.com.

Austin Model Railway Society - Austin

The Austin Model Railway Society is a HO scale modular group that is open to new members and meets once a month. For more information please email Riley Triggs at president@austinrailway.org or visit the web site www.austinrailway.org.

Houston Area Live Steamers

HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at www.hals.org for schedule of events or e-mail Rick White – rick.white.jr@gmail.com for more information.

New Braunfels Railroad Museum

Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at www.nbrrm.org.

North Texas Council of Railroad Clubs – Irving

The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website www.dfwtrainshows.com for more information about the NTC, its meeting site or member clubs.

San Antonio Model Railroad Association - San Antonio

The San Antonio Model Railroad Association, SAMRA, is open to new members and meets on the 2nd Friday of each month at 7:30 pm in the Bob Clarke Rail Heritage Museum, 7702 Narrow Pass, Live Oak, TX. Please visit our website www.samratx.org for information about our activities and their dates and times. Also, like us on Facebook.

South Texas Railroad Socials – San Antonio

The "Socials" are a casual gathering of train folks in South Texas, both modelers and prototype railfans. We gather quarterly for a couple hours of Clinics and Presentations, Show-n-Tell, regional news, Q&A and funny video clips. Not a meeting, not a club, just buy lunch at the restaurant and use their party room. Started in 2018, went virtual via Zoom in 2020, going hybrid in 2021 (back to in-person and virtual). Plus, we have Shop Talk, a quarterly 'project guys' round table gathering, in between the Socials. Read more, see photos from past Socials and find our next date, at www.SouthTexasRR.com.

Texas Northern Model Railroad Club – Dallas (North)

The Texas Northern Model Railroad Club business meeting is the 1st Thursday of the month and for regular meetings on Thursday evenings and most Saturdays. If you like to operate, come by on Tuesday nights to join our weekly operation session. Located in North Dallas at 11999 Plano Rd., Suite 154, Dallas, TX 7 5243. For more information: www.texasnorthern.org.

Texas Western Model Railroad Club – Forest Hills

The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or www.twmrc.org or email cdo@twmrc.org.

EVENTS AND SHOWS

October

2nd – 3rd **Fall 2021 Dallas Area Train Show** (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $10, Children 12 and under Free, "Sorry, we can only accept cash at the door." Plano Civic Centre, 2000 E Spring Creek Parkway, Plano, TX. More information: https://www.dfwtrainshows.com/

30th – 31st **Annual Fall Train Show** (Sponsored by New Braunfels Railroad Museum). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $8 (14 & older), Child $2 (3-13 years old). New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. More information: http://newbraunfelsrailroadmuseum.org/nbrr/train-shows/.

January 2022

15th – 16th **Dallas Area Train Show** (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults $10, Children 12 and under Free, "Sorry, we can only accept cash at the door." Plano Civic Centre, 2000 E Spring Creek Parkway, Plano, TX. More information: https://www.dfwtrainshows.com/

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Excursion Train Trips

Austin Steam Train Cedar Park, TX; (512) 477-8468; www.austinsteamtrain.org

Grapevine Vintage Railroad Grapevine, TX; (817) 410-3185; www.gvrr.com

Old Hickory Railroad Jackson, LA; (225) 634-7397; www.louisianasteamtrain.com

Texas State Railroad Palestine & Rusk, TX; (888) 987-2461; www.texasstaterr.com

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Whose track goes there?

You tell me whose layout this big photo is from, and I will give the first person to email me the correct answer at rrrduino@huntatrophy.com a campfire lighting Arduino next time we meet!

Do you live in central Texas?

Whether you're new to model railroading,
want a large layout but don't have the room,
or just want to hang out with friends...

Come join us!

We're an HO scale modular club with regular meetings in the Austin area.
Members participate in many ways, from software to scenery to operations.

AUSTIN MODEL RAILWAY SOCIETY
EST AMRS 2017

Check out all our website at **austinrailway.org** for more information and how to join.
You can also reach us at **info@austinrailway.com** or **(512) 836-5275**.

The 2022 Lone Star Region Convention is looking for a few talented members

We are looking for members who would like participate by presenting clinics. The clinic theme is

"Working towards the Achievement Program"

If you are interested in helping out, contact Bob Thiele, Cen-Tex director at rthiele52@hotmail.com

...RRRduino...

by Speed

What is Eye Squared C? (Yes, i^2c)

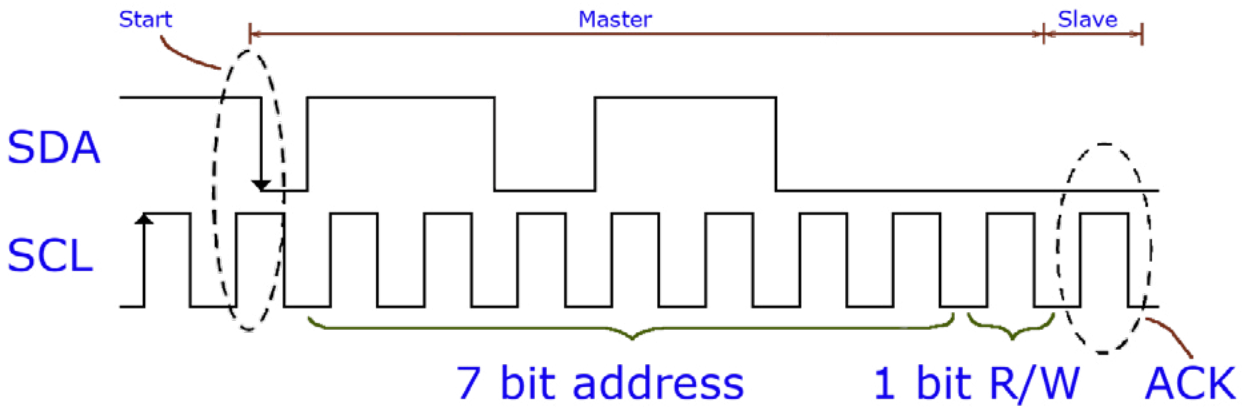
Now, from what I remember in math, you would get 16 if you square'd' 4, since $4^2 = 4 \times 4 = 16$. So if you were to take two eyes and multiply them you might either get something like in a kaleidoscope, remember those tubes making the repeating images, or simply tunnel vision. Some might say that the i is the square root of -1, and thus, when you square i again, you are back to 1.

So now that you are either laughing too or having a big pain in the brain, i^2c is simply the short for **I**nter-**I**ntegrated **C**ircuit, or also abbreviated as IIC. It is a synchronous (we all agree and react to a common clock), serial communication bus invented in 1982 by Philips.

So why do we care? Well, if you don't have the money for Ethernet peripherals, or you have not decided to use the CAN bus yet, you might find it quite convenient that there are thousands of devices out there that you can connect and talk to using the i^2c bus, sacrificing ONLY 2 Arduino pins. If you need more I/O pins on your Arduino and a Mega 2560 is too big, there are several 4, 8 and 16 bit i^2c port expanders, like the MCP23017.

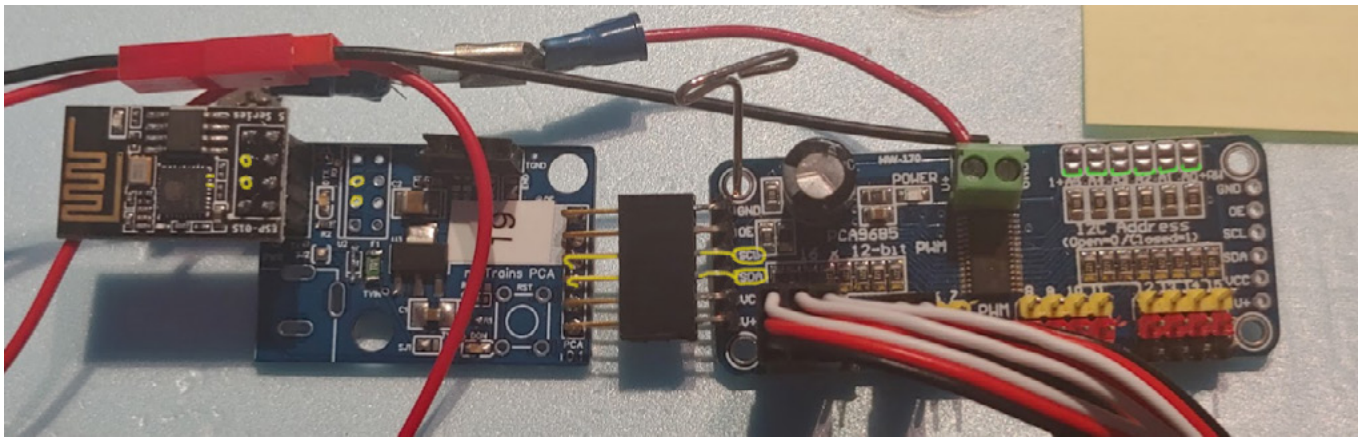
There are also 16 pin PWM driver boards that could control the brightness of LEDs, and even the colors if you use red, green and blue in a set of three. Or, imagine this, you set the frequency of the PWM system to 50 Hz, and control the width of the pulses between 1 ms and 2.5 ms, then guess what? You can control 16 servos to move things like cranes, turntables or simply just the points in your turnouts. Did I mention a PCM9685 module is $6.50 on Amazon if you buy two, or $2.70 at AliExpress?

Or, what if you need an LCD to show some characters or images to the people living in your layout, or the ones visiting it? Same i^2c will help you there.



In the i²c protocol, Master provides the 7 bit address and read or write bit and the slave acknowledges it.

So, back to the basics...the i²c bus needs two wires, one for the clock (SCL) as you already guessed, and one for the data (SDA). There are also two pull-up resistors required. How big, well you can get technical about the math involved, or read Texas Instruments guide, or just use 4.7 kOhms if you are not going at the super fast speeds. Speeds? Yes, standard mode allows you to transmit 100 kbits/s, fast mode takes you up to 400 kbits/s and then there are also 1 Mbits/s and up to 5 Mbits/s modes, but for us hobbyists, standard and fast modes will do.



Can you spot the i²c wires? How bout the 6 address jumpers?

Built into i²c are 7-bit addressing (allowing 128 devices), so the master or boss can tell who he is talking to, or requesting data from using software. So you don't need that extra Chip Select (CS) line, as required by the competing SPI (Serial Peripheral Interface) bus. You will often see address pins on the modules you are connecting to, like on the PCM9685, there are 6 pins (A0 to A5) to solder to either a 1 or a 0 to, so you can connect to 8 boards. And thus 64 times 16 servos, yes, a whopping 1024 servos dancing to one Arduino.

Over to the coding part...all you really need is the Wire.h library, but when you have the library for the MCP23017 or the PCM9685, then you don't need to worry about which register needs to be programmed to do what after reading the whole datasheet, you can just call

```
Adafruit_PWMServoDriver pwm = Adafruit_PWMServoDriver( 0x40 );   // 0x40 is the default address with no jumpers installed
```

And then in `setup( )`:

```
  pwm.begin( );
  pwm.setPWMFreq( 50 );   // where setPWMFreq is a function call to set the frequency
```

And from here you choose which servo (or channel) and to which angle it needs to go to:

```
  pwm.setPWM( servonum, 0, pulseWidth( 90 ) );
```

or

```
  pwm.setPWM( servonum, 0, pulseWidth( 45 ) );
```

Similarly you would use a

```
  Adafruit_MCP23017 mcp;
```

with :

```
  mcp.begin( );         // use default address 0
  mcp.pinMode( 0, OUTPUT );
```

in `setup( )`

and in `loop( )` you would do the familiar:

```
  mcp.digitalWrite( 0, HIGH );
```

and

```
  mcp.digitalWrite( 0, LOW );
```

See, you are moving servos left and right and turning pins on and off, all using the i^2c bus without even thinking that the pin and servo is not directly connected to the Arduino.

So, why did I tell you all this? Well, maybe I want you to think that 2 pins might be all you need on an Arduino? What if the rest of the Arduino was simply dealing with the WiFi and MQTT like mqTrains do, and getting data in and out, and talking to real train things just needs two wires!

Any questions? ML

October 6-10, 2021

Come to the convention and take advantage of 21 great clinics and up to 15 layouts available for operating sessions and touring. Check out updates to the convention website listing for clinics and layouts. Among the layouts available for operating and touring will be Ken Ehlers Sn3 *Pandora & San Miguel Railway*.

Remember that Early Registration rates disappear on July 1st
Sign up now!

http://www.2021tulsaunion.com/

The 2021 Tulsa Union Convention is the joint production of the Indian Nations Division, Midcontinent Region and Lone Star Region, NMRA

2021 Tulsa Union Convention Layout Preview

From the 2021 Tulsa Union Convention and Indian Nations LDOPSig Meet web sites

Dave Salamon

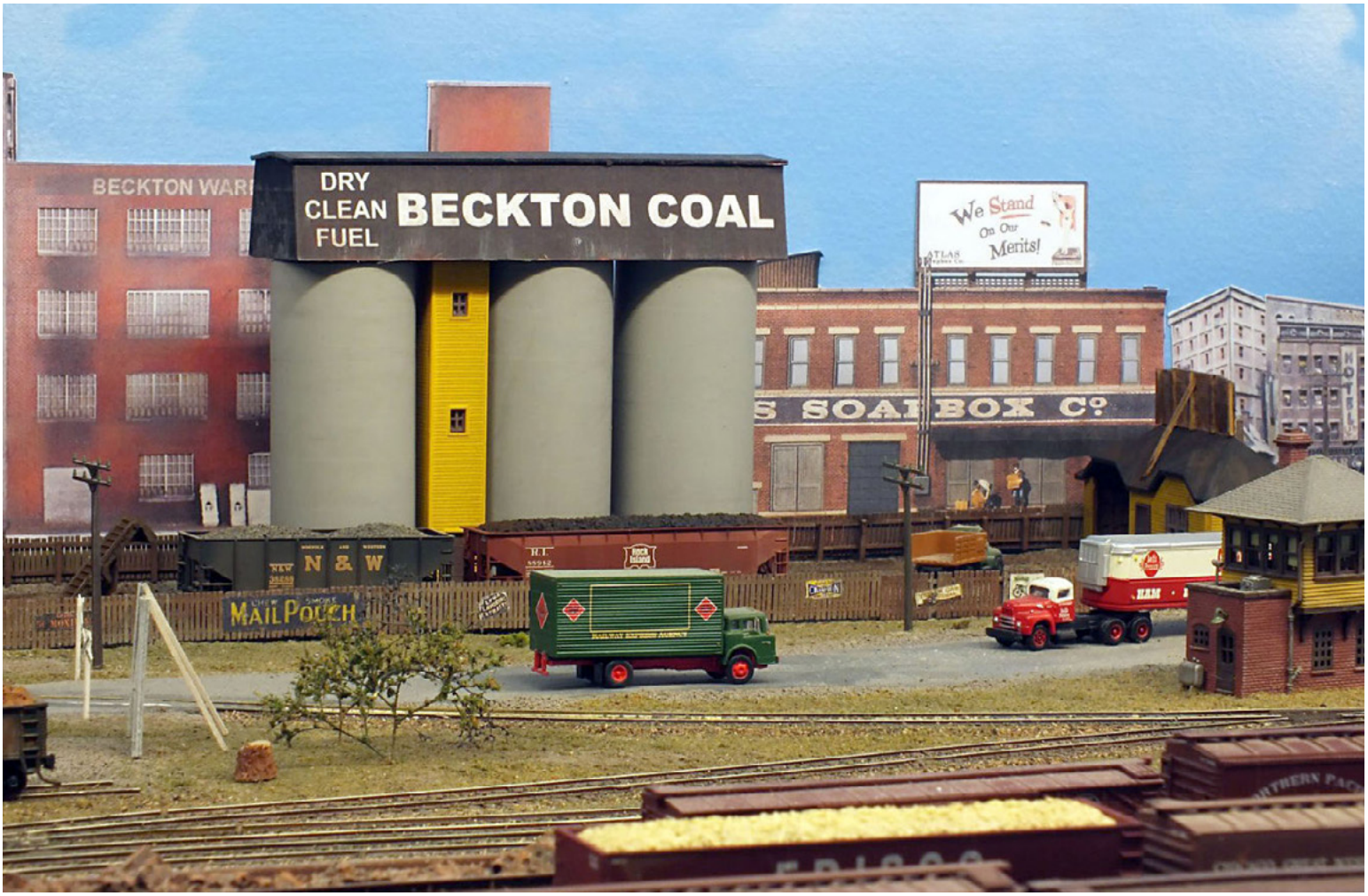
Deep River Southern

N Scale

The Deep River Southern is a freelanced N Scale layout set in 1958. It has been featured in several issues of *N Scale Magazine* and also the *Cowcatcher Roundup*.

The layout is a multiple level layout with the mainline making up the lower main level and the branch line on the upper level.

On the mainline level the layout features the large town of Beckton which has a classification yard, engine servicing facilities for both steam and diesel, and several industries that are served. Eastridge Staging is located below Beckton and is accessed by a 4 turn helix. The next town on the layout is Green Valley and contains several grain elevators and other industries to support the local farmers and an interchange with the Frisco with a hand operated smash board where the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CLEAN
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BECKTON COAL
We Stand
On Our
Merits!
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MAIL POUCH

SOUTHERN PACIFIC 4632

two railroads cross along with a scale house that is used to weigh all grain cars. Port Allen is my tribute to John Allen, it has no resemblance to any location that was on his layout, but I do have a car float operation and other switching opportunities. The last mainline town on the layout is Clifton which serves mines and mills and spur to the Dam Site. The layout then continues into the closet where Davis Junction is located; this is where the branch line connects with the mainline. Just past Davis Junction is the western terminus of the railroad where Westley Staging is located.

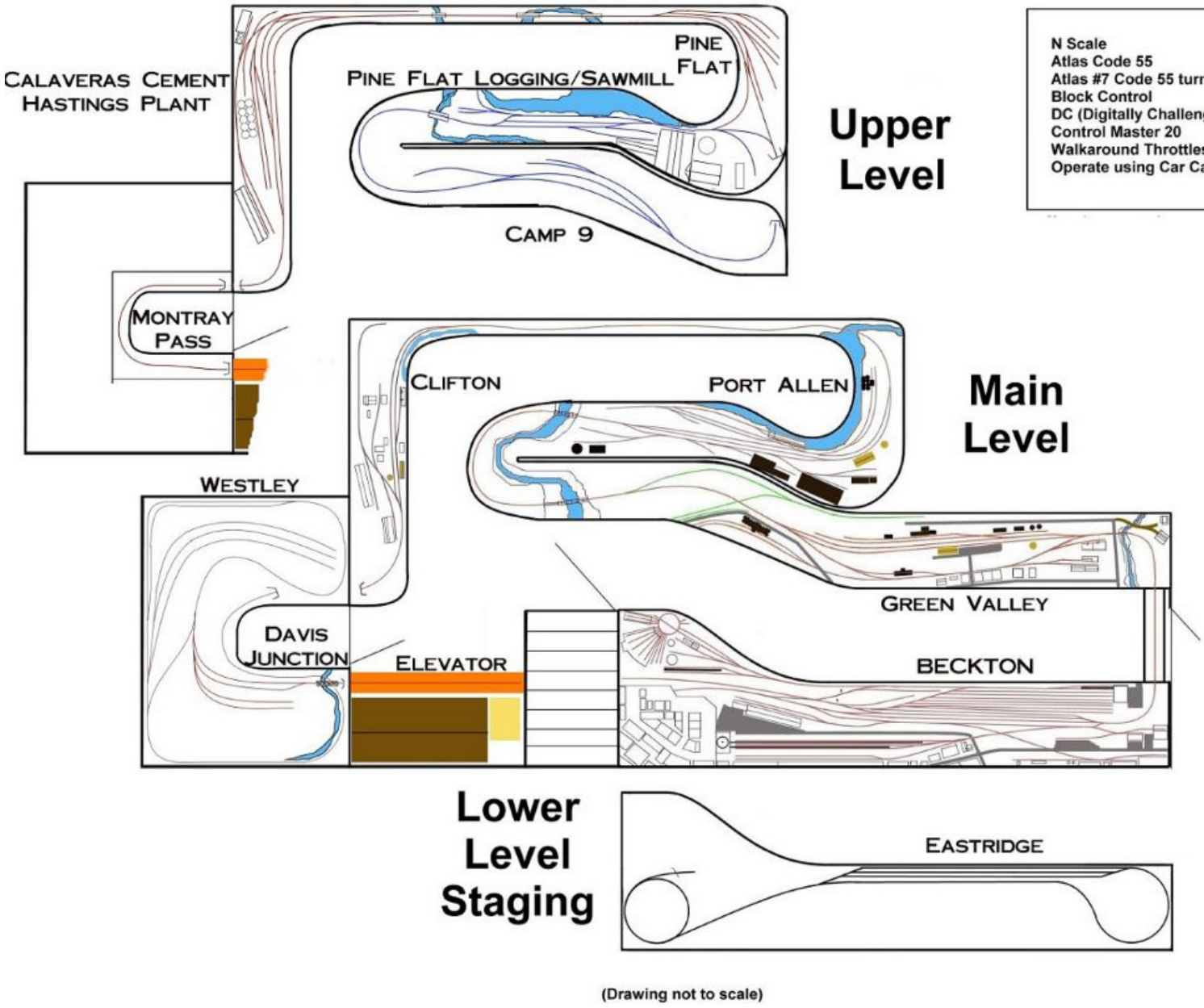
At Davis Junction the branch line goes through the wall onto an elevator which connects the two levels. The elevator is an Armstrong type elevator, meaning completely manual, after your train gets on it you just manually move it to the up or down position. When the elevator is secured in the up position the train goes back into the closet across Montray Pass. A short while later your train enters back into the main room and is at the large cement plant, the Calaveras Cement Hastings Plant. This plant hosts its own switcher. As the branch line continues down the back wall it enters the end of the line at Pine Flat. At Pine Flat the Deep River Southern connects to the Pine Flat Logging Company.

Pine Flat is known not only for the lumber industry but for the many packing plants located there. The two railroads share the wye. The PFLC has a large sawmill, log pond, engine house and small yard, as trains leaves the yard they cross over the famous Dinkey Creek bridge and around the million dollar cut and enters into Camp 9, the logging line continues into the woods to additional camps.

Current operations include a yardmaster that classifies the inbound trains, builds outbound trains and switches the local industries in Beckton. There are two operators which run local trains, passenger trains, through trains and interchange trains. There is also a branch line operator who runs the branch line, cement plant and logging line.

The layout is wired for DC control, and all throttles have walkaround memory. Turnouts on the layout are controlled by manual choke cables, with control panels located above the town for power assignment. The layout is operated using car cards. ML

Deep River Southern



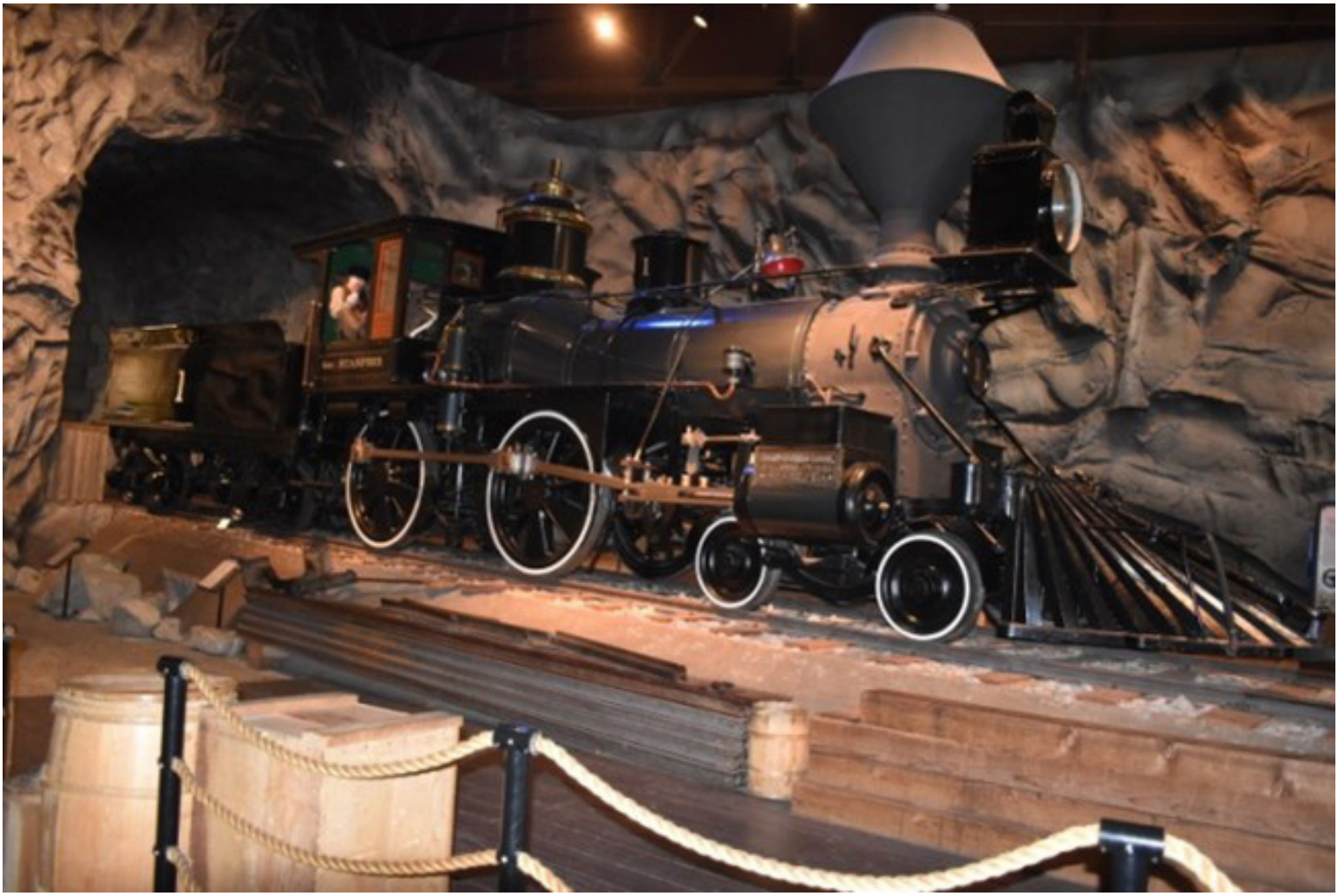
(Drawing not to scale)

Arrangements have been made with the Embassy Suites, 3332 South 79th East Ave. in Tulsa to host the convention. Attendees who book early can take advantage of a rate of $106.00 for a King room and $111.00 for a double room. And as it customary, the Embassy provides a free, made-to-order breakfast and a complimentary evening reception. And the hotel offers plenty of places for attendees to sit and visit with old friends and make new friends. Check out the convention website for the Convention Code and telephone number to use when making your reservation.

We encourage you to check out the website as updates and new information is posted on the site. www.2021TulsaUnion.com

CALIFORNIA STATE RAILROAD MUSEUM AND THE NMRA EXHIBIT

By John Garfield



Following our attendance at the International Thunderbird Car Show in Portland, Oregon we traveled south along the Oregon Coast to North California to see the giant Redwoods as shown here. We then traveled to Sacramento to visit the California State Railroad Museum and see the NMRA Display. We stayed next to the museum in a river boat in Old Sacramento with its coble stone streets and unique shops.

There were several V&T equipment on display.

The museum was just next door. There were several steam engines outside at the old station and more could be seen inside the storage shed. The museum is a nice new facility with some great displays.

You start your voyage with this depiction of an original California 2-2-0 and a discussion of railroads in California to the SP and UP union at Promontory, Utah.

Of course the real eye catching display was the cab forward - a monster of an engine much like the great 4-8-8-4 that recently visited Texas.

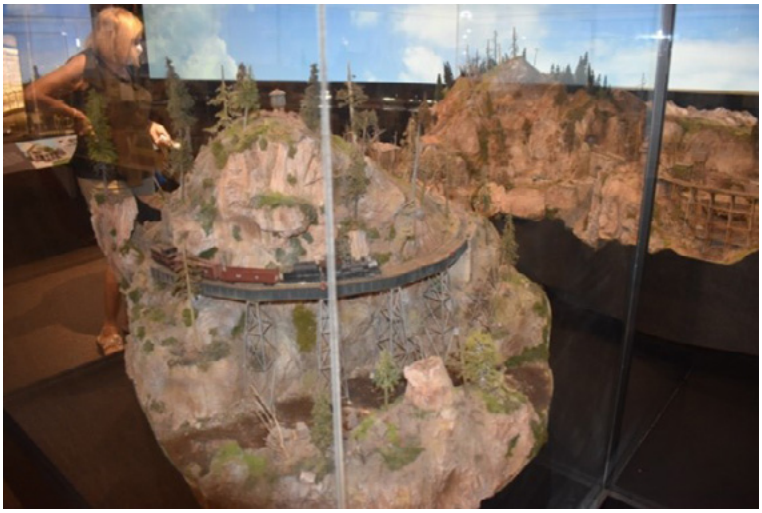
NMRA Display

The NMRA display was a bit hard to find. It is located upstairs behind the children's play area and is not well defined. The display is modest but presents a good history of model railroading with nice wall displays and models of all gauges.

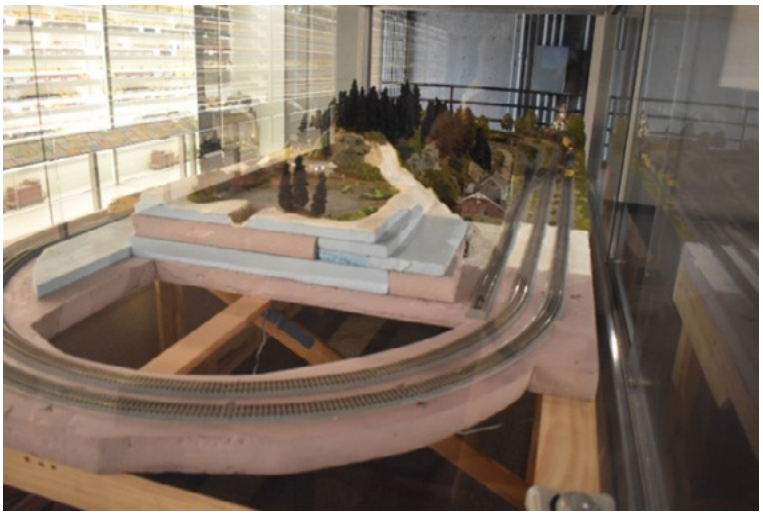
The Railroad Museum

It was a good display, and I encourage all who have an interest in making the trip. It is unfortunate that it is not more centrally located in the US though for everyones benefit. **ML**

Appreciation plaque and trestle at entry.



Representative layout models of the hobby at entry



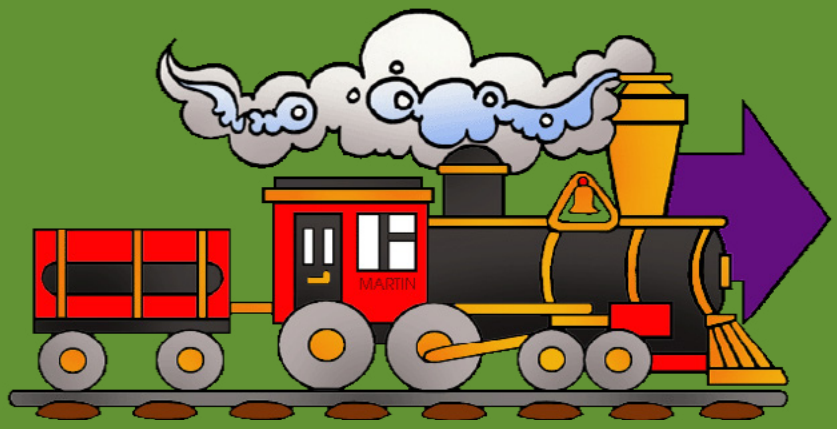
Display model showing construction technique

Product display

Old and new publications

Representative layout

Layout view



Wanted! Nominees for the LSR 2022 Youth Award

- **Who:** Any boy or girl 18 years old or younger with an interest in model railroading.
- **Where:** One nominee from each LSR Division.
- **A past awardee:** May be renominated for another year if they meet the qualifications specified in the LSR Constitution. **Contact Jim Lemmond jimlem@comcast.net**

How: Fill out the special Youth Award Membership Form available on **http://www.lonestarregion.com/**

When: Submit your nomination to **your LSR Division Director** by December 1, 2021.

For more information contact:
Jim Lemmond, Youth Chairman: **jimlem@comcast.net**

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Let everyone know about it with a color ad!

Pike ads are $8 per year and dealer ads are $20 per year.

Payment should be made out to:
LSR NMRA

Contact Speed Muller
lsrtreasurer@huntatrophy.com

Ads can then be sent as a JPG file attached to an email to:
rileytriggs@gmail.com

YOU CAN DO IT

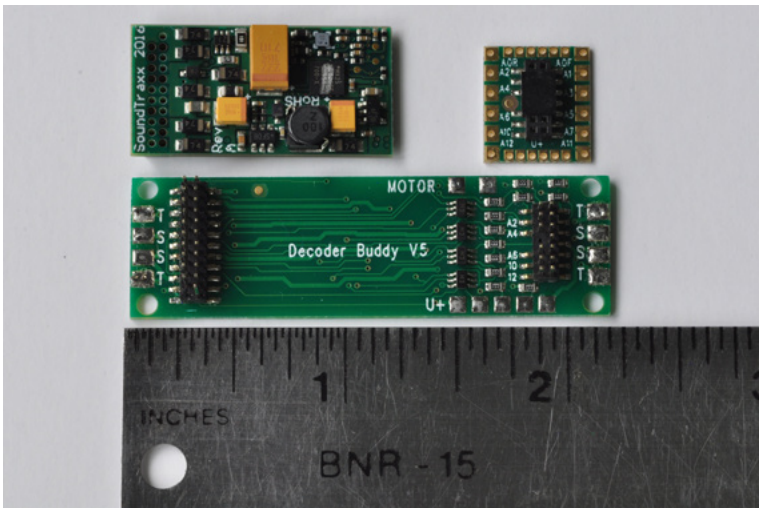
DCC Sound Upgrades to a Proto 2000 E6

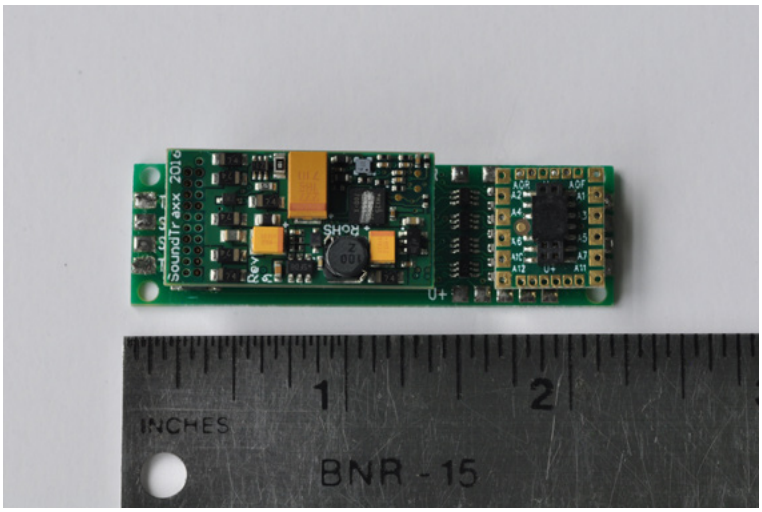
by Mike Harang

I decided to upgrade my LifeLike Proto2000 E6 in L&N livery to incorporate DCC Sound and LED lighting. I purchased a SoundTraxx Econami™ 21PNEM Sound Decoder, P.N. 882006, a SoundTraxx CurrentKeeper™, P.N. 810140, and a SoundTraxx 28mm Mega Bass™ speaker, P.N. 810131 from our friends at Discount Model Trains in Addison, Tx. To make the install easier, I also purchased a "Decoder Buddy Version 5" from Nixtrainz.com while attending the 2020 Sunset Limited LSR convention in Stafford, Texas as they were a vendor at the train show.

I had read an article on these and visited their website and was intrigued by the prospect of a simpler DCC decoder install. The Decoder Buddy is a small motherboard designed to ease the installation of 21 pin decoders from vendors such as SoundTraxx, Digitrax, ESU, TCS, and NCE. The board measures 0.65" wide x 2.19" long and contains two headers, one to

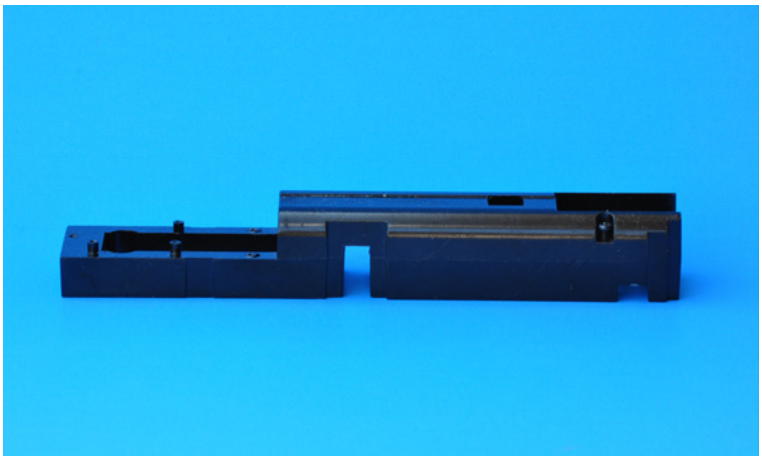
accept the standard 21 pin decoder, and the other to accept a small 14 pin fully removable connector board to allow easy separation of the loco chassis and the shell. This removable connector board has connection pads for wiring normally associated to cab shell lighting, such as headlights, rear backup lights, MARS lights, cab interior lights, strobes, etc. This connector board is keyed, such that it will only connect to the motherboard when the large gold dot is facing the toward the 21 pin decoder. The motherboard contains built-in resistors for LED's and connection pads for track, motor, and speaker wiring as well as keep alive components. With the decoder and 14 pin connector board installed, the height required is only 0.35". With the Decoder Buddy, you can say goodbye to unsoldering decoders in case of component failure or upgrading to a different decoder make or manufacturer, and to make working on the loco chassis or shell a more pleasant experience with the ability to easily separate them. I'm not an agent for Nixtrainz.com, but for those interested to learn more, their URL is: https://nixtrainz.com/. Here is what the Decoder Buddy looks like without the decoder and 14 pin connector board installed, and again with both installed so you can see the physical arrangement of the components and their relative sizes:





Part 1 – Removal of the shell, and the stock PCB (printed circuit board) motherboard

I carefully removed the body shell, then examined the chassis to see what modifications, if any, would be needed to make space for the installation of the Decoder Buddy, the 21 pin sound decoder, the CurrentKeeper™, and the 28mm speaker. Before removing the stock DC motherboard, I made note of the various wire colors, with their origins and destinations. LifeLike used a simple nylon cap to hold wires onto the different tabs along the edge of the motherboard. To remove a wire, just pull off the nylon cap, and pull the wire out of the small hole in the tab. Their system makes putting things back together again really easy – no soldering necessary. But, in this upgrade, the stock DC motherboard was not getting re-installed. After removing the stock DC PCB and eyeballing the chassis weight and chassis for quite some time while trying the new components in various places, it became readily apparent that removal of some of the material from the chassis weight was in order. Here is a photo of the unaltered chassis weight for reference, with the locomotive front towards the right:

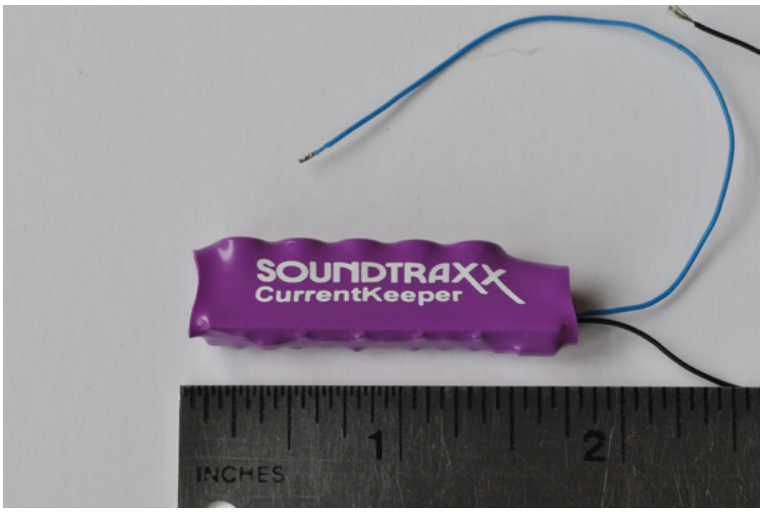


Part 2 – Figuring how to fit the parts

After much deliberation, I decided to mount the 28mm speaker in a speaker box on the rear area where the original DC PCB motherboard was mounted. This would allow most of the sound to flow out of the chassis through the opening where the rear flywheel weight and the rear truck is located. The chassis weight has three standoffs cast to support the PCB. You can see the standoffs in the above photo. The standoffs were no longer necessary, being in the way of placing the speaker box.

Next, I test fit the decoder buddy with the decoder and 14 pin connector board attached. There was not enough room between the top of the weight and the shell, so another weight modification was necessary. The weight has a recessed area right behind the cab that was almost long enough, but was definitely high enough for the decoder to fit. I determined that I could trim the material between the recessed slot and the small rectangular opening to have enough space. All that remained was finding a spot for the CurrentKeeper™.

Being 1.70" long x 0.27" wide, there was no space to fit the CurrentKeeper™ in the remaining space. I even removed the shrink-wrap to see if a modification could be performed whereby folding the unit in half or at a 90° angle. But, alas, no such luck. Any modification to the small printed circuit board that the super capacitors are mounted to would be too difficult and most likely result in a non-functioning unit. This project had now hit the preverbal brick wall! Oh, what to do now? There have been recent articles in the NMRA Magazine and in Model Railroad Hobbyist regarding building your own "stay alive" circuit. After reading these, I thought "I can build my own, save some money, and make them fit in the available space". More on the stay alive I built in Part 5 below.

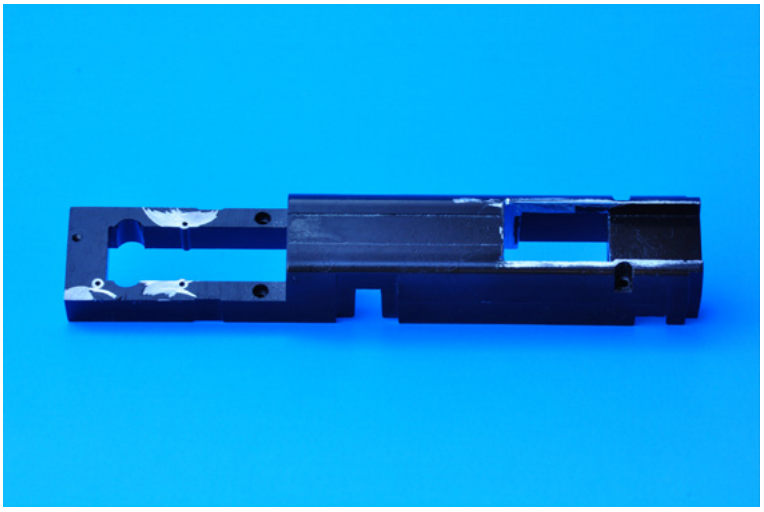


Part 3 – Modifying the chassis weight to accommodate the decoder, speaker, and keep alive

Now prepared to move forward with the project, the chassis weight was transported to the shop for the required surgery. A cut off wheel in my handy Dremel™ tool took care of those standoffs in a hurry. But, cutting the material away between the recessed slot and the rectangular opening proved to be a much larger challenge.

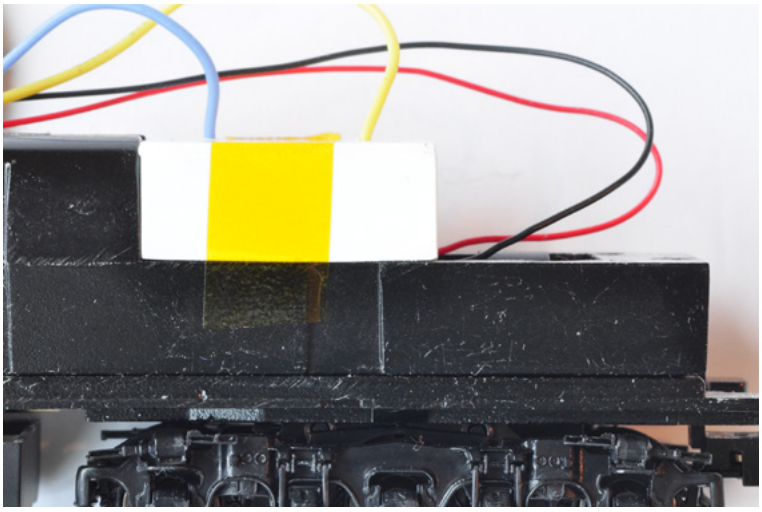
Again, the Dremel™ with a cut off wheel did the job, but took much longer and also required the use of a small file to remove the last of the material in the corners where the cut off wheel would not reach.

If you decide to undertake such a project, ensure the weight is securely clamped down, wear eye and hearing protection, wear gloves, and take your time. After surgery, the chassis weight now looks like this:

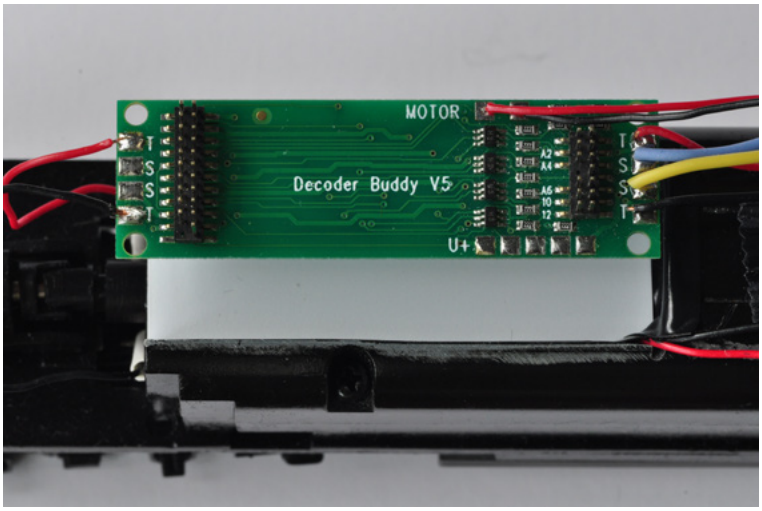


Part 4 – Installing the Decoder Buddy, SoundTraxx 21pin decoder, and 28mm speaker

A speaker box was builtfrom 0.020" styrene sheet and two holes drilled in the top to allow the speaker wires to exit. Also, the top edges of the box were chamfered to permit the shell to seat fully. Using Kapton tape to secure the sparker box to the rear deck of the weight finished the speaker mounting:



To keep the Decoder Buddy from electrically shorting against the chassis weight, I used electrical tape to line the opening, and cut a piece of 0.015" styrene sheet to place under the Decoder Buddy to further insulate it from the chassis. After soldering the track, motor, and speaker wires to the Decoder Buddy, the project now looks like this:



Part 5 – Building the Stay Alive

In Part 2, I determined that the SoundTraxx CurrentKeeper™ I had purchased for this project was not going to fit in the available space inside the body shell. In the June 2019 issue of Model Railroad Hobbyist is an article by Joe Fugate and Marcus Ammann on building your own stay alive, or keep alive circuit. In case you are not already aware, the keep alive circuit allows electrical energy to be stored in capacitors that are available to the DCC decoder whenever it encounters a loss of electrical voltage or current from the track.

As listed in that article, besides dirty track and/or wheels, other contributing factors to power loss are:

Dead frogs on turnouts or crossings
Turnout points relying on contact-only for power
Short loco with few wheels and pick-ups
One loco side picks up one rail and tender picks up other rail
Tender drawbar contact intermittent
Tender bolster contact intermittent
Sintered metal wheels less reliable contact than plated wheels
Loco weight unbalanced, affecting traction and pick up
Rough or uneven spot in trackwork

Also listing in that article is this warning:

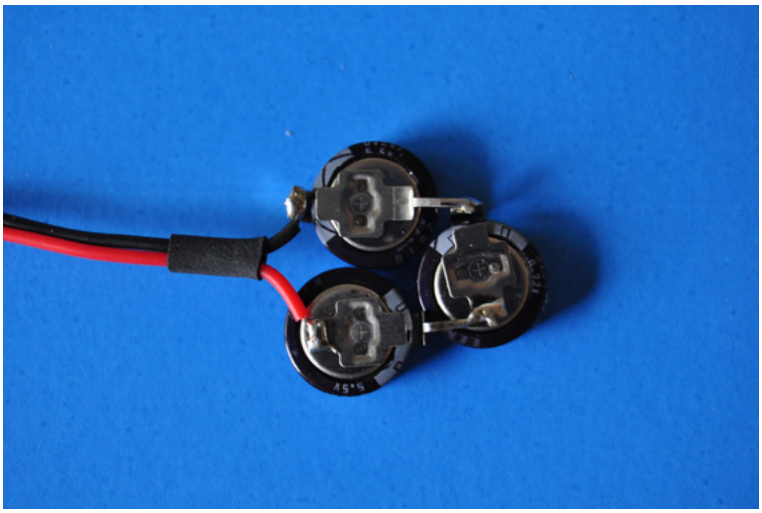
"But locos will keep running when encountering unpowered track such as near a removed lift-out bridge. You need to take this into consideration when you use a stay alive!"

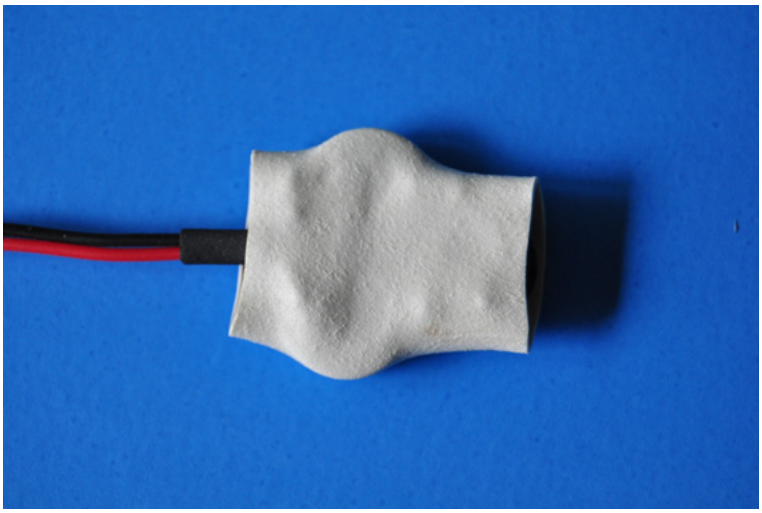
Fast forward to the June 2020 issue of Model Railroad Hobbyist to find another article on building your own stay alive circuit written by Bob Morningstar. This article goes into much more detail and contains hints to make the build easier.

Next, in the October 2020 issue of the NMRA Magazine, on page 44 is an article by Mark Juett, MMR, titled "Building Your Own Energy Storage" in his "The Pulse of DCC" column. This is also a fine article for details on these circuits. I cannot locate it now, but in a subsequent NMRA Magazine (Nov. 2020 or later) is an update to this article listed in the "Mail Car" reader feedback section that explains that the di-

odes and resistors are really not needed in these circuits.

With this information, I purchased some super capacitors from Digi-Key, their part number 604-1023-ND. Using some two-sided tape, I placed three of these into a triangle arrangement and soldered them using the information found in the above articles. Photographs show the capacitors before and after covering with heat shrink tubing:

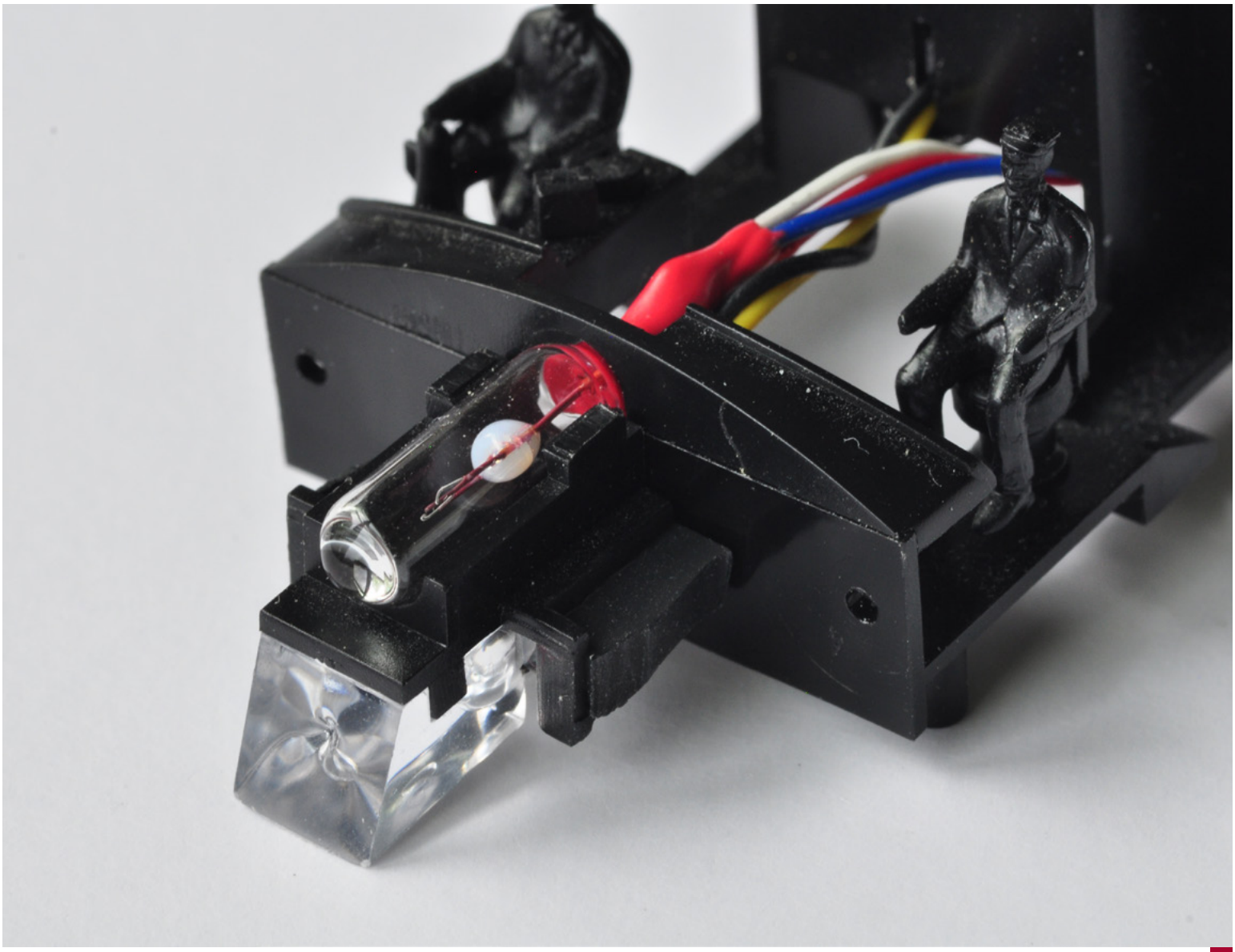




As the Decoder Buddy has pads for a keep alive circuit, I could now solder my keep alive circuit to the U+ pad (Current Keeper Blue wire) and to the GND pad (Current Keeper Black wire). In my case, the positive wire is Red, and is soldered to the U+ pad. After soldering the keep alive and fastening with Kapton tape, the project now looks like this:

Part 6 – Removing the stock incandescent headlight and Mars light, then modifying the light bar.

Next, I moved my focus to the cab interior, and the lights found there. LifeLike installed two incandescent lamps into the nose of the locomotive, one for the headlight and number boards, the other is for the MARS light. The headlamp is a standard DC voltage bulb (two wire, bottom bulb position), but the MARS light is a dual filament, three wire bulb (top bulb position). The original DC PCB has simple electronics to flash the two filaments in a realistic manner simulating a true MARS light. The headlight bulb is inserted into a clear plastic light bar that allows its light to travel forward (out of the lower headlight glass door) and to the left and right number boards. The light bar has an additional holder on top for the MARS light. Since I am planning to install individual number board LED lights, I cut the light bar so that the headlight will only shine out of the front of the nose. After cutting the light bar, I painted the cut surfaces with black acrylic paint to block light transmission to the number boards. I now needed a method to install the LEDs behind the number boards. I choose to use two short pieces of 0.080" x 0.250" styrene (Evergreen # 169), and glue these to the spot where the light bar was trimmed off. The number board LEDs would be mounted to the ends of these pointing toward the shell.
The modified light bar with the original bulbs is shown here:

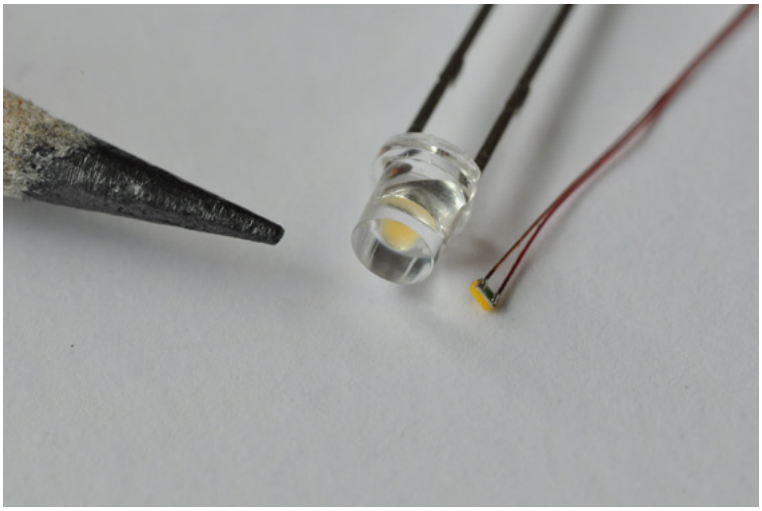


Part 7 – Installing the LED headlight, Mars light, and number board lights

Since the number boards are small, and do not require a large light source, I shopped the Internet and eventually purchased some tiny LEDs off of Amazon. These are SMD 0402 LEDs. SMD is an acronym for Surface Mounted Diode, meaning that the LED is designed to be mounted (a.k.a. soldered) directly to the surface without the use of wires. The number 0402 is a size reference. These are 1.00mm x 0.50mm, and are a warm white color. I choose these LEDs for several reasons: 1) small size footprint, 2) Warm White color, 3) Forward Voltage of 2.8v to 3.4v AC or DC, and 4) 0.1mm diameter magnet wire has been factory soldered to the anode and cathode of the LED. The forward voltage range is perfect for connecting to a DCC decoder, and the tiny, hairlike sized magnet wire already attached is a big plus. Trying to solder wires onto these micro sized LEDs is not something I wanted to do.

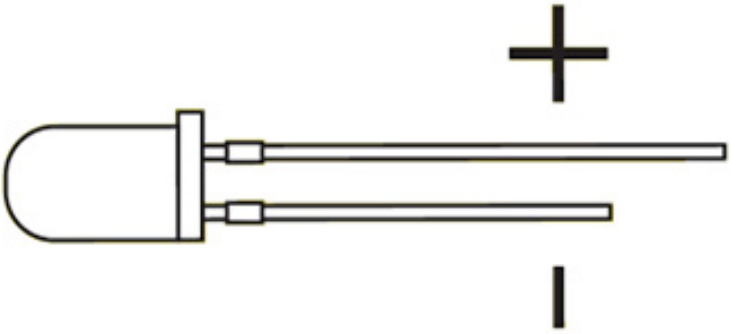
The headlight and MARS light bulbs will be replaced with 3mm clear, flat front, warm white LEDs. These were also purchased from Amazon. I chose flat front LEDs to get the front surface of the LED as close to the glass door as possible.

To give you an idea of the relative sizes of these items, take a look at the close-up photograph with a pencil point for a reference:

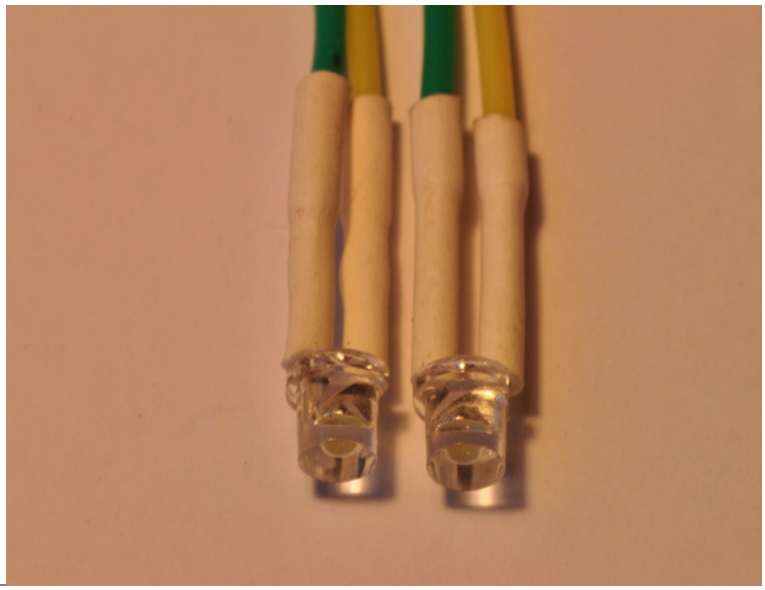


The 0402 LEDs have magnet wire soldered to the anode and cathode by the manufacturer. The magnet wire is coated to eliminate electrical shorts, each lead has a different color coating, and the cathode wire is shorter than the anode wire to make identifying it easier. The anode (positive lead) is a copper-colored coating, while the cathode (negative lead) is a brass-colored coating. This coating must be removed prior to soldering, and being 0.1mm in diameter, not much larger than your hair, great care must be taken to avoid breaking the fine gauge wire. From previous experience constructing some Amateur Radio equipment that also used magnet wire, I already knew the trick to remove the coating without fuss or bother. Burn it off!. Using a match, lightly burn of coating without overheating the wire. Using Aleene's Clear Gel Tacky Glue, I glued the 0402 LEDs and their wire leads in place at the ends of the styrene pieces.

I then turned my attention to the 3mm clear white LEDs for the headlight and MARS light. These LEDs have standard features to aide in identifying the anode and cathode. The LED "bulb" has a flat spot that denotes the cathode (negative, shorter lead), and the anode (positive, longer lead).

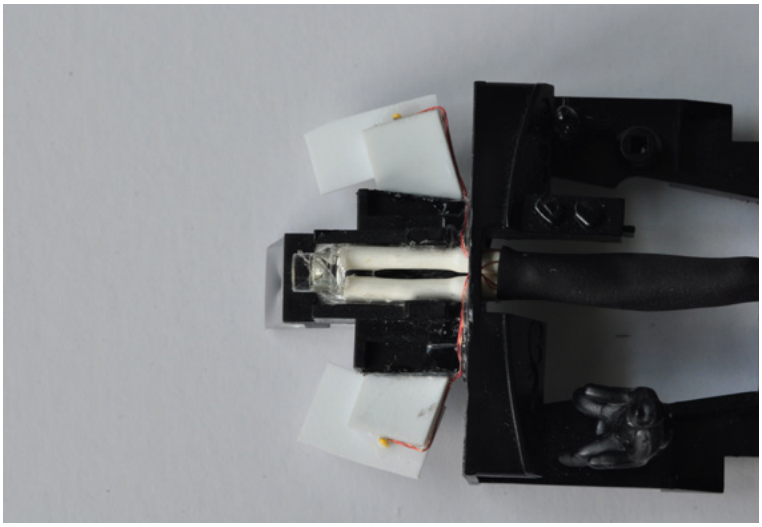


I cut down the leads off of the LEDs and soldered yellow (cathode – negative) and green (anode – positive) 30 gauge wires to the LEDs leads. Heat-shrink tubing was then added to protect the solder joints and keep the leads from shorting together.



The Decoder Buddy removable connector board has connection pads for wiring normally associated to cab shell lighting, such as headlights, rear backup lights, MARS lights, cab interior lights, strobes, etc. While the board is small overall (0.500" x 0.55"), the solder pads are sufficiently large enough to solder onto without requiring a microscope. The pad arrangement is logical with rows of positive pads along the top and bottom edges. These are labeled "U+" and are for your LED anodes (long LED lead). The remaining pads are the negative pads for your LED cathodes (short lead, with flat on LED bulb). The headlight cathode was soldered to pad AOF, the MARS light cathode was soldered to pad A1, and the number boards lights (wired in parallel) were soldered to pad A3.

After installing the lights to the modified light bar, the assembly looks like:



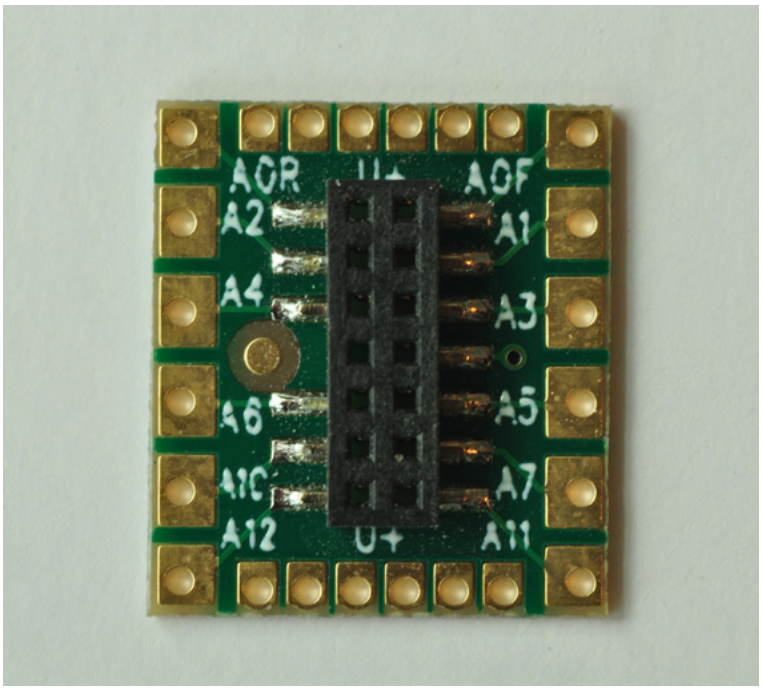
Right Edge of Connector Board from Top to Bottom:

Top Right corner = "AOF" for the Front Headlight

A1
A3
A5
A7
A11 (in the bottom right corner)

Left Edge of Connector Board from Top to Bottom:

Top Left corner = "AOR" for the Rear Headlight
A2
A4
A6
A10
A12 (in the bottom left corner)



The large gold dot between pads A4 and A6 is used as an orienting dot. This dot must face toward the 21 pin decoder before pressing it onto the motherboard. A close up on the connector board is here:

Part 8 – Programming and testing

Found in the SoundTraxx Econami Diesel Users Guide is this table showing the default functions of the decoder in Table A to right.

Using JMRI Decoder PRO, I programmed the Econami on my decoder programming track. As the L&N did not use dynamic braking, I elected to disable the default setting for dynamic braking and re-use the F4 Function key for activation of the MARS light (using the FX3 output). I then assigned Function key F10 (using the FX4 output) to be the number boards lights. In JMRI Decoder PRO, on the "Lights" tab, I changed the Headlight, MARS light, and Number Board light(s) to all be LED instead of the default value of incandescent. Also, on the MARS light (FX3), I unchecked the box for "FX3 Reverse Directional Control" to turn off the MARS Light when running in reverse.

With the programming now completed, a run on the test track as in order. I toggled on and off the headlight, MARS Light, and the number board lights successfully using the Function buttons on my EasyDCC™ controller. All of these worked as designed. The MARS light is especially appealing in the manner that the decoder flashes the LED – very realistic in my opinion. The real surprise though is the sound! The large 28mm speaker mounted in the speaker box and pointed down through the rear truck is very loud. Good thing the decoder has volume settings – these are going to need some tweaking for sure. The Bell, Air Horn, Short Air Horn blast, Prime Mover startup, Prime Mover shutdown, and Prime Mover increase / decrease RPM all work perfectly and are soooo realistic. Having sound in the locomotive brings a new dimension to modeling – the Superintendent likes it!!!

Although a fairly simple project on the outset, this turned into more than I thought it would be. Overall, I spent approx. ten hours to make the modifications shown here. In some areas, adjustments had to be made on the fly, but that's part of the fun and the overall experience. Was it worth it? You betcha! If I can accomplish this, you can too. If you have been dreaming of adding sound to your locomotive(s), give it a try, I think in the end you'll have a smile on your face too.

See ya down the line. ML

Table A. Default Functions

Function Key	Effect
F0(f)	Headlight
F0(r)	Backup Light
F1	Bell
F2	Airhorn
F3	Short Airhorn
F4	Dynamic Brakes
F5	RPM+/Engine Startup
F6	RPM-/Engine Shutdown
F7	Dimmer
F8	Mute
F9	Grade-Crossing Signal
F10	Not Assigned
F11	Brake Squeal/Release
F12	Not Assigned
F13	Couple/Uncouple/Glad Hand Release
F14	Switching Mode
F15	Not Assigned
F16	Not Assigned
F17	Not Assigned
F18	Not Assigned
F19	Not Assigned
F20	Not Assigned
F21	Not Assigned
F22	Not Assigned
F23	"All Aboard!"/Coach Doors*
F24	FX3 Function Output
F25	FX4 Function Output
F26	FX5 Function Output**
F27	FX6 Function Output**
F28	Not Assigned

**Available on select formats

Last Run

It is with sad heart that I have to inform you of the passing of the LSR Secretary Emeritus Eunice Linda. For more than 20 years, Eunice served as the LSR Secretary. Eunice was a kind person who was also generous with her time. When I was first appointed as the LSR Secretary, she was the person I turned to to help me figure out what I needed to do. Eunice, thank you for your help. You will be missed.

She is survived by her husband John and their son Bradley.

-Jeff Palmer

Board of Directors
Meeting Minutes

MINUTES OF THE LONE STAR REGION BOARD MEETING
Temple, Texas – June 12, 2021

In absence of President Chuck Lind, Vice-President Ray Byer, under the rule of the LSR By-Laws Article III Section 3, called the Annual Board meeting to order at 12:04 PM.

Roll call

All of the officers, directors and committee chairpersons were present except:

Voting Board Members:

Mike Mackey
Dave Lamberts

Non-voting Board Members:

Bill Dryden
Michael Harang
Chuck Lind
Duane Richardson
Virginia Freitag

Visitors

As each director introduced their guest:

Guest	Division Director
Frolin Marek	Don Winn

Minutes of Previous Meeting

Secretary Jeff Palmer provided a motion and Marc LaChey seconded to dispense with the reading of the minutes and approve, as published the Minutes of the January 30, 2021 Mid-year Board of Directors meeting published in the 2021 Winter issue of The Marker Lamp. The motion designated as 2021-06-12 LSR Motion 1 passed.

Officers Reports

President Chuck Lind

Seems hard to believe that four years have already gone by. The past four years as President of the Lone Star Region, it seems like it was just yesterday (except for 2020) that I took over from Steve. I have had many great times meeting new folks that have been willing to share and step up when asked, for this I am grateful.

I want to thank Marc LaChey for filling one of what I view as a key position, that of Convention Chair. I told him I would like to see convention scheduled in advance and not waiting until the June Board meeting to find out of someone is willing to do the next years convention. He has done that for the Region. We have a joint convention being held in October in Tulsa, OK this year, delayed slightly with the covid problems. He has a convention scheduled for 2022 to be held in Temple and then Mike and Donna are co-chairing the NMRA National Convention held it the D/FW area.

While all of the members of the Board have worked very hard over the past four years, I must give a special thank you to Jeff Palmer. The job of Secretary is not just a twice a year job of taking the minutes at the Board meetings it is a year-round job. Reports from National have to be distributed to Directors each month and it seems like National is always asking for something. When I have questions, a call to Jeff usually gives me the answer, sometimes not what I want to hear, but what I needed to hear. Jeff also takes care of the web site and sends out the email blast that you receive, so as you can see almost a full-time job.

I also need to thank Ken Kaiser who took over as your membership chair. Ken has sent letters and made phone calls to the folks on the 60 and 90 day past due membership. This job is frustrating at best hearing all the reasons they aren't planning on renewing their membership in the NMRA but the highlights come when that person decides to renew

again after Ken has gone over many of the benefits. Thanks Ken.

At the Annual Board meeting in June Donna will be taking over as your President. I have tried to share with her over the past few months some of the items from National so she will be ready as they hit her incoming email. Over the past several weeks she has joined me on Zoom sessions held over 4 Saturdays reviewing many things from National and the new Presidents handbook. While these sessions have been informative the have also been long 3-4 hours at a time. This has also given her the chance to meet some of the other Region Presidents which is a good network when you have some questions.

I am looking forward to getting back to in-person meetings again. Zoom was a tool we had to learn with the events of 2020 but I like to see people face to face and get the interaction that you just can't get from Zoom. The Annual Membership Board meeting this year will be a hybrid with both in person and also via Zoom. Thanks to Bob Thiele who has made arrangements for this meeting to be held in Temple. Bob is also the convention chair for our 2022 convention in Temple so this Board meeting will give Board member a chance to see all this railroad town has to offer.

As April ends, I step back and take the position of Board Advisor. Please give Donna all of the support that you have given me over the past four years.

Vice President Ray Byer

I hope ever one is safe and their families. Last year is in the books and the LSR has a new President and Officers. With that said, thank you Chuck Lind for your leadership and guidance during your time has LSR President. An too Donna Orr the newly elected LSR President, I am looking forward to your ideas and guidance that you bring with your experience as Division Director, Past LSR Treasurer and other experiences.

This year convention will be something new for the LSR, a joint convention with Mid-continent Region in Tusla, Ok. in October of this year. And we are having a National Convention coming soon to the Dallas area.

On a local level Division 8 President Jim Kelly has step down as Division 8 President and Chuck Lind has agreed to fill in as Division 8 President until the next Division Annual meeting. Thanks, Chuck, for your help. If any Division 8 member wishes to run for Division 8 Offices, you can contact Phil Stewart to have your name add to the list.

A lot of great things are coming up soon. So, stay safe and enjoy the hobby with your friends and love ones.

No LSR items was brought before the LSR Vice-President this will end the report.

Secretary Jeff Palmer

Since our January 30, 2021 BOD meeting, the LSR Secretary worked with the Nomination Chair, Pete Leach, to hold the 2021 LSR Officers election in March. The first phase of the process is to identify the candidates, and obtain their profile. This phase was closed on December 1, 2020. The second phase was to turn all of the profiles over to the web chair and the building of the election website - https://geekwithtrains.com. The last phase is to report back to the Nomination Chair with the online results to be merged with the snail mail results. This has been done and the results are in – see Nomination Chair Report.

In each of the months since the BOD meeting, the secretary posted the NMRA Roster Reports.

Currently the secretary is trying to pull together the various reports from the other LSR Officers and Chairs in preparation of the June 12, 2021 BOD meeting. The cooperation of the officers and chairs would be greatly appreciated.

Looking forward to the 2021 convention in Tulsa.

As covered in the Web chair Report, the LSR Website continues to be stable. I would also like to thank Chris Atkins for allowing the LSR to use the https://geekwithtrains.com website to hold our elections.

One last note, please remember in your reporting that education is our prime directive and to hi-lite it where possible in your reporting.Treasurer Gert "Speed" Muller

The Treasurer's Report, was submitted by email to the Board members and is summarized as follows:

Treasurer's Financial Report

by Speed Muller, LSR Treasurer
lsrtreasurer@hunatrophy.com
+1 (469) 345-0022

2020/21 Financial Year:

Beginning Balances (2020/05/01)		
LSR Unrestricted Accounts		$ 42,350.93
Beginning Total LSR Net Worth (A)		$ 42,350.93
Liabilities		$ 1,311.36
Bob Clark Fund	$ 528.86	
Division 2&7 in Escrow	$ 122.50	
Delattre Fund	$ 660.00	
Starting Bank Saldo		$ 43,662.29
LSR Proceeds		
Dealer Ad		$ 40.00
Pike Ad		$ 96.00
NMRA Rebate		$ 1,605.00
Total Proceeds (B)		$ 1,741.00
Disbursements		
Youth Membership Program		$ 120.00
Youth Chairman		$ 184.25
Treasurer Expenses and Postage		$ 36.98
President Expenses and Postage		$ 22.00
NMRA rebates to Divisions		$ 802.50
Convention Advanced, Tulsa '21		$ 1000.00
Website Expenses		$ 104.83
Total Disbursements (C)		$ 2,270.56
Net Proceeds-Disbursements (B-C)		$ -529.56
Updates to Restricted Funds:		
Division 5 Rebate into Escrow		$ 19.00
Division 7 Rebate into Escrow		$ 25.50
Change in Liabilities (D)		$ 42.50
Ending Balances (2021/04/30)		
LSR Unrestricted Accounts (E=A+B-C)		$ 41,821.37
Future Advance, Tulsa '21 (H)		$ 1,000.00
Total LSR Net Worth (J=E+H)		$ 42,821.37
Liabilities (F)		$ 1,355.86
Bob Clark Fund	$ 528.86	
Division 5&7 in Escrow	$ 126.50	
Delattre Fund	$ 660.00	
Outstanding Checks (K)		$ 429.48
Final Bank Saldo (G=J-H+F+K)		$ 43,606.71

Advisor Steve Barkley

My term as Advisor to the Board ends this coming weekend. Thank you go to you, the other officers, past and present, and the membership of the LSR for their help and suggestions during my terms as LSR President and as advisor to the Board.

This past year has seen the rise of Covid. It has materially affected the way the membership of the LSR enjoys model railroading. In person meetings are now very rare. Zoom dominates meetings and, I suspect, will be a continuing though not exclusive method of meeting. In my own home club, we anticipate that Zoom will be added to in person meetings to allow

our away members to continue to attend and participate. We have one member now who lives in Vermont. He attends most meetings and gives clinics.

It remains to be seen whether attendance at live events will regain kits popularity.

There are other dark clouds on the model railroading horizon:

1. Our membership is aging. This will affect travel, spending on hobbies, and the desire to build new layouts. Also, modular railroading may also be affected by the weight of many modulars. My old club has found that is much more difficult to move and set up its 30+ year old modules.

2. Equipment prices continue to rise.

3. The detail level on new models continues to improve. However, does this inhibit the willingness to use older, less detailed, but cheaper equipment?

4. Electronics continue to grow not only in cost but also complexity.

5. Interest groups continue to proliferate. This fragments the number of modelers who may be interested in joining and participating in any group.

6. The cost of dues and magazine subscriptions continue to rise.

7. As with many organizations, we at the LSR have become very critical of each other. We forget that we are an organization of members who like to play (model?) with electric trains. We have forgotten Linn Wescott's motto that "Model Railroading is Fun!"

I thank the LSR membership for allowing me to serve for many years. It was unexpected.

Directors Reports

Division 1 Director Mike Mackey reported:

Division 1 has maintained a very vigorous status during the past six months in spite of the Covid-19 pandemic. Monthly meetings remained active via the Zoom platform with guest clinicians providing our members with excellent programs from literally around the world and across the country. Clinics included information on DCC and Dead Rail, Mining Operations and our division's merchandise site. In May we resumed face to face meetings with a total of three clinics; one of which was a live demonstration of a "deep water" resin pour.

Over the past year, Division 1 has maintained an average attendance of 41 for every meeting, online or face to face. Our newly elected NMRA president, Gordy Robinson, joined us for a recent meeting where he told the attendees that Division 1 is in the top 25% of all divisions worldwide in terms of active membership and we are in the top 10% of all divisions in membership retention.

In other news, the 2023 International Convention is gaining momentum! Our Volunteer Coordinators, Dennis Wright of Fort Worth and Gerald Mabry of Meridian, Mississippi, are in charge of keeping the list of those who have volunteered to help. If you would like to gain valuable points toward your AP Volunteer certificate, or simply want to pitch in to help in some way, please contact Dennis at pncdlw@gmail.com or Gerald at elisdad1970@yahoo.com. Even if you've mentioned your willingness to help before, please make it "official" by contacting Dennis or Gerald. Work assignments will come later as we get a better feel for manpower needs.

Division 2 Director Ken Mason reported:

Activities in the Bayou Division continue to be on hold. However, now that we have many people getting vaccinat-

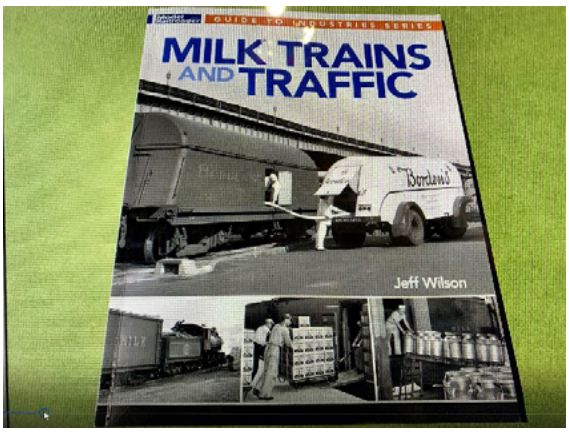
ed, some have started to return to normal club activities. The CCMRC has seen some regular members return to our normal Friday night meetings and I expect the Bayou Division will follow suit with more activities depending on my personal schedule and getting help to host an event. If anyone in Division 2 would like to host an event or conduct a clinic, please contact me and we can work out the details of what, when and where.

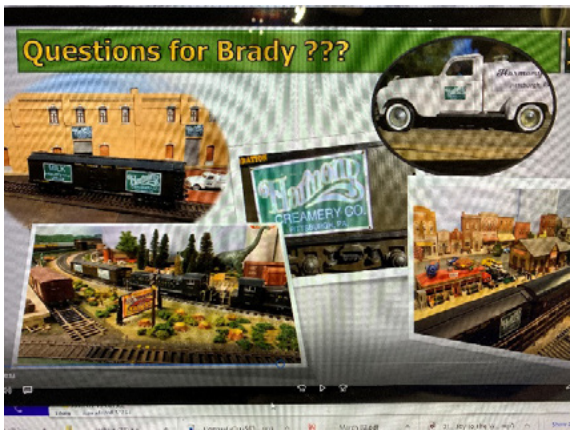
That's it for this time, short and sweet. Hopefully more to report on for the next Marker Lamp.

Division 3 Director Donna Orr reported:

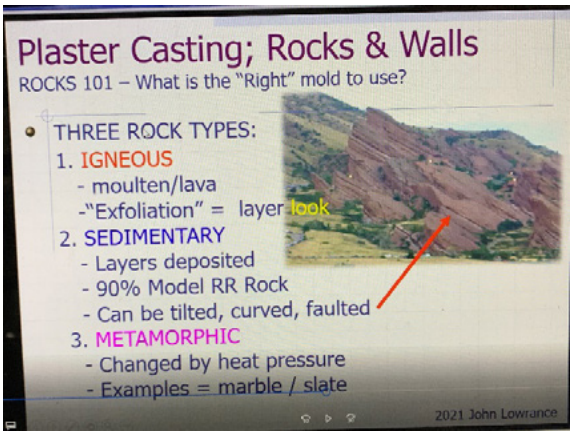
In our Division we are still having virtual meetings. Hopefully in person meetings will start soon. At each of our meetings we do have NMRAx updates as well as updates on our Regional convention. Each month this quarter we had a very interesting presentation.

In February Brady McQuire gave a presentation on "Milk Car Operations on his Laurel Valley Secondary" Which Included, An overview of the history of milk and its transportation. And the modeling a bulk tank milk car and a creamery in 1957 for Harmony Creamery, Pittsburgh, PA.

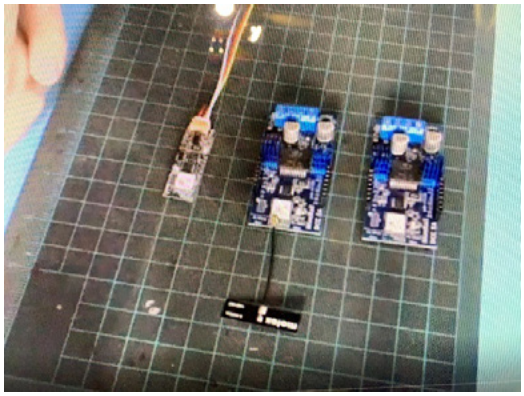




In March, John Lowrance did a presentation on plaster casting of rocks. We learned some very interesting ways to mold and install rocks in a layout.


Plaster Casting; Rocks & Walls
ROCKS 101 – What is the "Right" mold to use?
THREE ROCK TYPES:
1. IGNEOUS
- moulten/lava
-"Exfoliation" = layer look
2. SEDIMENTARY
- Layers deposited
- 90% Model RR Rock
- Can be tilted, curved, faulted
3. METAMORPHIC
- Changed by heat pressure
- Examples = marble / slate
2021 John Lowrance

April we had a very interesting clinic on Dead Rail, presented by Pete Steinmetz. Pete Steinmetz, owner of Dead Rail installs, discussed controlling locos with battery power and remote control. We discussed the various available systems, sound or no sound, battery charging, and battery safety.



May is coming and we are changing our Division makeup with a new division Director. Boyd Patterson who was recently elected will be taking over. Congratulations Boyd and I'm looking forward to your marker lamp reports.

Division 4 Director Bob Thiele reported:

2020/2021 has been an extremely challenging years and numerous adjustments to Division operations had to be made. Like many Division and Regions, Cen-Tex has employed Zoom as a way to gather and exchange modeling techniques and ideas. With the restrictions imposed by virus protocol the Division has not meet in person for the last thirteen months.

I want to thank the following Division members for contributing clinics to the Zoom meetings. Jack Merkel – Converting layout lighting for Day/night operations. Scratch building prototype structures. Steve Jackobs – Kit bashing a SW 10. David and Sam Nicastro – Numerous layout improvements on the Moffitt Tunnel route and installing DCC decoders in MOV vehicle. Mike Barrett contributes many clinics to the Division, all of them very informative and entertaining. The Division had many members who contributed short 5- and 10-minute show and tell videos and power point presentations. I would like to mention a few, Jerry Wilson, Wayne Jones, George Zapalac, Bob Batson and Lou Adler. Some members have sponsored operating sessions with the proper safety protocols in place.

In our March Division meeting, Cliff Scherer gave a report on the new website. I am excited about the opportunities that the new site will afford the membership in communication and access to modeling information. The 2022 convention in Temple TX was discussed with emphasis on members volunteering to staff the convention. The multi-regional meeting has been a great substitute for the in-person meetings. It is a great way to know members from around the country and overseas. We had some great presentation with excellent workmen ship involved. Division members gave some great presentations on work done on their layouts.

Tim Giraud - Goose Lake, Sour lake and Western
David Nicastro - continued improvements on the Moffat Tunnel route
Wayne Jones – detailing the Franklinton Crossing
Mike Barrett – Improvements to make the layout work area more efficient

I want to thank James Knabb again for all the work he has put into the Multi Regional Zoom Meetings. The Division members have nothing but praise for the meetings. This tool has brought together NMRA members from around the country and overseas to exchange ideas and develop acquaintances.

The Austin Model Railroad Society, an all NMRA module group has had to make the same adjustment as the Division. All meetings have been on Zoom and the group has not assemble for operating sessions since March 2020. They have approved the second phase of the building plan, with 25 feet of modules depicting down town Austin in the late 1950's. Members are constructing the individual modules at home with the hopes of joining them together in the near future. The Train show sponsored by AMRS has been cancel twice but a new venue has been selected and the show will be held on Labor Day weekend, 2021. The AMRS recently had a train watching gathering. It was great to see friends once again and talk about what they have been doing for the past year.

At the LSR board meeting in January 2021, a brief presentation on the plans for the 2022 LSR regional convention will be given.

Division 5 Director Books Willig

I want to thank everyone in Division 5 for your support in the LSR board elections this year. I am looking forward to serving in this capacity. Since I have only been in office for over a month I don't have much to report.

My first order of business in the next few months is establishing a regular meeting schedule. I am reaching out to the members to work out the best time that would include as many members as possible. I propose to host the first few meetings via ZOOM. As we continue to meet I believe we can move to a hybrid meeting format, allowing members that can no make it to the in person meeting to still participate online.

I want to thank Mike Mackey, MMR from Div 1 in allowing the members from Div 5 to participate in their monthly division meeting via ZOOM over the last year. I have attended when I can and greatly enjoyed listening to the clinic presentations and conversing with other members from the Lone Star Region.

I would like to encourage the members in Division 5 to contact me if they are interested in helping out with clinics for the meetings, or have any ideas and opportunities where we can promote the NMRA to grow the divisional membership.

Division 6 Don Winn reported:

As vaccinations increase and the covid situation gets more under control, things are gradually opening up as far as local model railroad activities are concerned in Division 6. The SAMRA Train Show was held in February, followed by the New Braunfels Train Show in April. Both of them had reduced participation from exhibitors and attendees, but feedback from those who attended was positive.

All of the local clubs are still in operation, although with limited hours and other restrictions. All of them welcome new members.

SAMRA (HO) www.samratx.org

AMRE (HO) https://www.facebook.com/Alamo-Model-Railroad-Engineers-131049020314605/

SANTRAK (N: Both T-Trak and N-Trak) www.santrak.org

Texas Transportation Museum https://txtransportationmuseum.org/

The South Texas Railroad Social was held in March via Zoom. Clinics included modeling a calcium carbide car, the Llano river railroad, the C&O caboose in Llano and a virtual tour of my model railroad. The next social is scheduled for June 26th as a Zoom meeting, but plans are being made to bring it back to an in-person forum in September, assuming covid restrictions are rolled back at the Longhorn Café by then. http://www.southtexasrr.com/

During the March social, I had the honor of presenting (virtually) our division's LSR Youth Award to Joseph Cobb. Joseph has done some amazing work at the Texas Transportation Museum, including the restoration of a speeder. If you see Joseph, please congratulate him on this fine achievement!

Division 7 Director Don Kimmell reported:

As we are slowly reopening, there is not too much to report on.

A few of the members of Division 7 have been enjoying the Zoom meetings of Division 3. We again, wish to thank Ms. Donna for inviting us.

On 15 May 2021, the Red River Valley Railroad Historical Society sponsored "Railroad Days" here in Shreveport. This was one of the first "open" events that has taken place in Northwest Louisiana in over a year. I was given a table for

Operational Lifesaver, but had some space to use for LSR/NMRA info. I did give some folks (15+) the applications to join on-line.

Division 8 Director Phil Stewart reported:

Despite COVID, the boys and girls of Division 8 and the local clubs have been busy the past 6 months. Several of the local clubs and the Division itself have had "hybrid" meetings(usually from a community center or clubhouse) which allowed members to attend in person or attend via zoom. The Show and Tell meetings via zoom have been great whether at the division level or the club level. This allows modelers to show what progress they have made on their layouts. These are usually chock full of ideas for other members to try on their own layouts. It has also allowed some of the local clubs to actually expand the number of meetings they have. The amount of material covered in "Show and Tell" allows us to discuss a number of topics while at the same time seeing how this fits in with an overall layout of the various members.

The February meeting for Division 8 was an Outstanding clinic by JC Williams. JC presented a clinic on making a small tree, building a depot and an excellent history of depot styles. JC is a teacher and also discussed how to present a clinic from a teaching perspective. For some of us who have been conducting clinics for several decades this was most helpful and caused this old clinician to change his approach to a clinic. Our March and April Division meetings were the aforementioned "Show and Tell." President Jim Kelly will present a clinic on RFID for May which as of this writing has not occurred.

Everyone in the Division and local clubs are looking forward to attending the joint LSR /Mid Continent Convention in October.

Director-At-Large Marc LaChey reported:

My report as Director at Large will be brief, as my recent activity for the LSR has been focused on the 2021 Tulsa Union Convention and the 2022 LSR Convention.

During the February 2021 Division 3 virtual meeting, I made a brief presentation on my building of the Strong & Strong grain elevator from scratch for a local layout. The presentation was done via PowerPoint and explained the planning, initial testing, fabrication, and painting of the structure. As a side note, this scratch-built structure was submitted for judging as a part of my achievement program structures certificate. The building received a merit score and was therefore the final project that I needed to complete the structures achievement program certificate.

As an "advisor" member of the Division 3 leadership, I recently met with incoming Division 3 Director, Boyd Patterson

to discuss the Divisions involvement as a member of the North Texas Council of Railroad clubs and the two train shows produced by the council.

Director-At-Large Pete Leach reported:

It has been a busy end of Summer and start of Fall. I have continued to work with other Maine Two-Foot modelers around the world to arrange Virtual Layout Tours using the on-line meeting platforms, such as ZOOM. We have formed a core group and conducted 5 tours, including 2 on my own layout. In addition to the tours, we keep some time at the end of each call for conversation. This has been great fun sharing experiences with likeminded modelers who would otherwise likely not meet in person. We plan to continue with an every-other-month schedule.

In September, I participated in 2 NMRAx events. The first was Ask the MMR®. Along with Chuck Lind and two other MMR's, questions were passed through the moderator, Gordy Robinson from Scotland. The questions were mostly about the Achievement Program, NMRA rules, and modeling philosophy. It was a great honor and experience to participate in this event.

The second NMRAx event was a Virtual Layout Tour of my railroad. The attendees could direct questions to me via the moderator, Speed Mueller. I walked around the layout giving commentary on the various locations and providing details on techniques used in the construction. This was harder than the tours I've conducted before because there wasn't same live audience feedback. But it IS a great way to share the experiences of building a layout to a wide audience. Both events were recorded and posted on the NMRA Facebook and YouTube sites.

I continue to support the local San Jac Model Railroad club by writing monthly articles. Having this monthly deadline does keep me in the layout room! I plan to continue as long as I have something to write about and readers who put up with me!

I did complete two significant modeling projects the summer. The first was a major kitbash of a Bachmann On30 Forney model. I converted it from a Baldwin 28-ton 2-4-4 to a Portland 18-ton 0-4-4. The project included several scratch-built assemblies and shortening the frame while keeping the good running mechanism intact. An article on the build has been submitted to White River Productions for their 2021 On30 Annual.

The second project was a scratch building effort of a specific boxcar from Wiscasset, Waterville & Farmington Railway. This car was built in 1895 and still exists today at the Boothbay (Maine) Railway Museum. Boxcar 312 was fun to build and learn about the history of this car. An article on the build has been submitted to the Narrow Gauge & Short Line Gazette for publication some time in 2021.

Finally, speaking of the GAZETTE, an article on my home layout was published in the Nov-Dec 2020 issue. This was my 4th article published by Bob Brown. He visited my layout during the 2015 Narrow Gauge Convention when it was mostly plywood and Homasote. He has continued to encourage me to complete the layout and to write about. Many folks may not know Bob was MMR # 215. It has been a great experience working with and getting to know him.

I am looking forward to continued meetings in the months to come, even if they are virtual! And I am looking forward to getting back to "normal" in time for the Tulsa Union joint convention with Mid-Continent Div. in June 2021! Stay safe and keep modeling!

Director-At-Large Darrell Cowles reported:

Is that actually the daylight at the end of the tunnel or is there another pandemic, TP shortage, or crisis coming out way? I am hoping that it is the actual light at the end of this unprecedented tunnel and that we are going to be able to pull the entire train out of the tunnel without further damage or stoppages.

With the restrictions on mixing in large groups, I and many others have stepped back from train club, train related activities during this time and I am looking forward to again attending meetings, shows, events and such. I hope to be seeing many in the area in the near future. From what I have read, and from discussions I have heard, many modelers have retreated to their model building space and have been busy building structures, kits of all kinds, and doing maintenance on their rolling stock during the past year. We should be seeing some awesome model train items at show

and tell nights, and contest room tables.

All train clubs have been impacted, some worse than others, with the guidance from the CDC asking to restrict all unnecessary meetings, then mandatory mask wearing, and finally a relaxing of the rules. As we are all aware, the model train hobby is ageing and that means that many of us are more susceptible to severe illness due to preexisting conditions. The North Texas Council's recent January Train Show was well received, but lightly attended which tells me people are still wary of getting into large crowds inside buildings. I hope this next year we see all of the train shows back in full force and crowded with eager modelers. Hopefully the upcoming NMRA convention will see the normal attendance.

Department Reports

Achievement Chair Duane Richardson reported:

As usual, I waited to submit this report until the last submissions for the year were sent in and approved. Today I got the report back from National so below is the AP Report for the last year. Below are the Members who were awarded a certificate this year. We had 34 total since June of 2020 (13 of those just this month). Larry Swigert earned MMR #666 this year. I would also like to point out that Gerry Schoenberg, MMR completed his last 3 certificates which gives him all 11 certificates. There are likely less than 2 dozen members that have all 11. We have 4 here in the LSR.

	LAST_NAME	Certificate	MMR_NUM
David	Crumpton	Electrical	
David	Crumpton	Golden Spike	
David	Crumpton	Scenery	
David	Griffith	Structures	
Dean	Ferris	Chief Dispatcher	
Dean	Ferris	Golden Spike	
Dean	Ferris	Scenery	
Dennis	Wright	Golden Spike	
Don	Winn	Official	
Gerald	Schoenberg, MMR	Motive Power	
Gerald	Schoenberg, MMR	Prototype Modeler	
Gerald	Schoenberg, MMR	Structures	
Gert (Speed)	Muller	Golden Spike	
Greg	McComas	Chief Dispatcher	
Greg	McComas	Golden Spike	
Greg	McComas	Scenery	
James	Kelly	Author	
James	Kelly	Civil	
Joe	Leising	Electrical	
Joe	Leising	Volunteer	
Ken	Mason	Official	
Ken	Mason	Scenery	
Larry	Swigert, MMR	MMR	666
Larry	Swigert, MMR	Motive Power	
Marc	LaChey	Structures	
Michael	Ross	Author	
Michael	Ross	Golden Spike	
Michael	Ross	Structures	
Mike	Barrett	Author	

Mike	Barrett	Volunteer	
Randall	Wilson	Chief Dispatcher	
Randall	Wilson	Electrical	
Robert	Ashcraft	Electrical	
Tom	Greco	Structures	

As a side note, the entire AP history for the LSR has been added to a database I created. Reports are now available at the push of a button.

Below is a breakdown of all the MMR's for the LSR. Note in Division 2 & 5 have never had an MMR. Division 7 has only had 1 but he has since moved to Division 3. We have 11 members who are within 2 of getting their MMR and 10 who are down to their last certificate.

Division	Count	Moved	Deceased	Current #
1	7		2	5
2	0	0		0
3	14		3	12
4	4		2	2
5	0			0
6	10		3	7
7	1	1		0
8	18		2	16
Totals	**54**			**42**

Contest Co-chair Ray Byer, Jeff Palmer reported:

As all of us are aware 2020 and 2021, are going to be interesting years in our history. The LSR has been experiencing lower attendance at some of its conventions. It has become difficult to budget from one year to next on the amount that the LSR will receive from the convention. One of the services the LSR performs at each convention is the LSR Contest. As part of the contest there are plaques and ribbons given out to all winners in each category in Arts & Crafts, Models and Photo's. Add to this the Merit and Participation Ribbons.

As part of the discussion, below is an outline of the average cost for Plaques and Ribbons. The first suction outlines the average cost each year to produce plaques for each convention the LSR host.

The second section outlines the cost for Ribbons produced for a convention. The cost for ribbons averages about $120 to $250. Depending on what ribbons are needed to be ordered to resupply the stock. But ever convention cost about $120 for the City Name and Year.

LSR Contest Awards Costs Average		
Award Plaque Cover	Acrylic Sheet 1/8" and laser charge from 2016	**$130.00 not including fright cost for one convention**

Clark's Hardwood Lumber Co.	Watco Danish oil cost from 2019	4 @ $12.95 = $51.80 cost for two convention 2 @ $12.95 = $25.90
Clark's Hardwood Lumber Co.	4'X8'X 2/4" African Mahog-any Plywood A-1 from 2019	2 @ $122.95 = $245.90 cost for two convention, for 1 @ $122.95
Parts to make Plaque, Spe-cial Awards and printing of Categories	Ink, paper, drill bits, tape, special awards parts cost from 2019	$226.26 is total for two convention $113.13 total for one convention
Cost to make Award Plagues for one convention (38 Plaques per convention)	Plaque sizes, 22 = 4"x6", 11 = 6"x9", 5 = 9"x14"	Avenge cost for plaques $391.00 (avg unit cost $10.28)
LSR Contest Ribbon Cost Average		
Cost to make one Ribbon	Field or Body of Ribbon ($1.95 each, min order 100)	$1.95 avg
Cost to make one Ribbon	City, Year, Category, Merit ranking ($0.56 each, min order is 100)	$2.24 avg
Cost per Category	Arts and Craft (15 Ribbons)	$4.19 x 15 = $62.85
Cost per Category	Models (36)	$4.19 x 36 = $150.84
Cost per Category	Photo (15)	$4.19 x 15 = $62.85
Avg cost per Convention in Ribbons	66 Ribbons	$276.54
Avg total cost for all awards and ribbons	per convention is	$667.54

We as a group need to be looking at the cost to put on a Contest. This year, the LSR will not have any changes to it budget do to the joint convention operation. But in 2021, the LSR will need to be looking at this matter.

So, the items up for Discussion to the LSR Board of Directors are as following.

1) Why are giving both Plaques and Ribbons?
2) Do we need the Categories:
    a. LSR
    Online Struct., Offline Struct., Bridges & Trestles, Steam Loco, Diesel, Traction & Other, Freight Cars, Passenger Cars, Caboose, Maintenance of Way, Complete Trains, and Passes.
    Computer Enhanced, Model-Color, Model-B&W, Prototype-Color, Prototype-B&W
    b. Non-Rail
    Railroadiana, General, Needlework, Theme
    c. Specials

Best in Show, Best in Show Arts and Crafts, Best in Show Novice, Best in Show Arts and Crafts Novice, Best in Show Photo, Best Kit Build Model, Participation, Architecture, Tree, Youth & Teen , Most Popular, Most Popular Arts & Crafts, Youth & Teen Arts & Crafts

d. Honorable Mention Ribbons for meriting (87.5 points)

3) Should the LSR Board change the current way the plaques and ribbons are mfg. and its cost?
4) Should we give First place Plaques for each category only?
5) Do we need to give Ribbons for First, Second and Third place winners?
6) Do the LSR Board of Directors wish to share part of the cost with the convention; i.e. as part of the Registration Fee

or as part of the Entering the Contest?

Convention Chair Marc LaChey reported:

As of the writing of this report, we have approximately 70 full registrations and 8 non rail registrations for the 2021 Tulsa Union Convention. Absent some adverse turn from Co-Vid, we are confident that registration numbers will meet our budgeted minimum of 100 registrations. And if past registration patterns are repeated, we may see between 130 to 150 registered attendees at the convention.

Thanks to the work of clinic chair, Chuck Lind, we have 21 clinics scheduled. This will fill the available clinic slots without repeating any one clinic.

The contest room management has been confirmed to include representatives from both regions. We expect to have contest entry/registration support from the local Tulsa community. The contest room management team is coordinating regional specific awards. A consensus has been reached to give plaques for first place winners and certificates to second, third, honorable mention winners.

Our non-rail chair, Patsy Patteson, is researching available museums and other such venues for tours by non-rail attendees.

Our Op Session chair, Steve Gillett will start work to determine the scheduling of operating sessions after August 15th. Our plan is to have a schedule of available layouts, time slots matched to interested operators by September 1st.

As previously announced, LSR Division Four will host the 2022 LSR Convention. Dates are May 5,6,7, 2022. The convention venue will be the Mayborn Civic and Convention Center in Temple, TX. Arrangements are being made with several area hotels for discounted rates.

Going forward, be reminded that I submitted my resignation from the regional Convention Chair position to be effective with the board meeting of June 12, 2021. Those who have interest in volunteering to serve as the Convention Chair are encouraged to contact LSR President, Donna Orr. I have offered to remain in the position until a new Convention Chair has been appointed and will make myself available to facilitate a smooth transition to a new Convention Chair and mentor the new chair as appropriate.

Education Chair, Open Chair No Report

Events Chair, Bill Dryden reported:

Although one of my better sources dropped off-line, I am still able to maintain several good sources for up-coming events and continually soliciting new events. I typically will visit the web site for each published event to assure that the site is still active and provides the reader with needed information concerning the respective show. Occasionally, notices [still] arrive a day to a week after the column has been submitted and I respond with an email apprising the sender of the situation, with a reminder of our deadlines for future submittals. Overall, I am keeping up with the known events within our Region. Anyone having events to be published, please send me the details:

bdr149@airmail.net

A reminder to all:

Please consider our deadlines for submittals and publications to allow adequate lead

time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.

Historian Bob Barnett reported:

After an early start with a couple of historic "Nostalgia" articles the well has been dry recently.

I made an appeal in the last installment this report for LSR Members to consider doing a short write up or article on their favorite local hobby shops. We have lost several iconic hobby shops around the LSR in the past few years. Some that come to mind:

- Hall's Hobby Shop in Dallas
- Tolson's in Fort Worth
- Pecos River Brass in Lewisville
- Two States' Hobbies in Texarkana
- Bellaire Roundhouse in Houston (actually Bellaire)
- The long-time shop in Arlington whose name escapes me. (Was it Hobby Hub???)
- Dick's Hobby Ship in San Antonio

So far, I have received no responses, so it is probably time to do a little personal arm twisting. I know many of our long-time members frequented these shops on the hometowns.

Another topic that cries out for attention is documenting some of our founding and early guiding-light members. Dr. Richard Kamm wrote a series of articles on some of the founding fathers of operations, some of whom were LSR members. I would like to continue that theme beyond the area of operations.

Membership Chair Ken Kaiser reported:

1. Overall the Region continues to do a good job recruiting new members. During 2020 we signed up 59 new members. Division 3 was awarded the LSR PRESIDENT'S AWARD for outstanding membership recruitment. Division 3 recruited 1/3 of all the new members in our region during 2020.

2. Keeping our new members continues to be a major concern. In the past year Jan 2020 –Jan 2021 our membership decreased from 960 to 866 a loss of 94 members. However when we add in the 59 new members we recruited the number of members who chose not to renew their memberships increases to 143.

3. I constantly hear from Directors that the cost of membership is the primary reason. However there is no statistical data to verify those statements. Donna Orr our new LSR President has tasked me with creating a list showing the reasons why members choose not to renew their memberships. To do this I need the help of each Director.

The best way to accomplish this to assign one individual in each Division to contact each member on the 30 day delinquency list. Three attempts need to be made. First by email, secondly by text and finally by telephone. A monthly log needs to be kept of their response or non-response on each attempt. At the end of each month provide the LSR Membership Chair with a copy of the log. That information will be combined with the responses sent to the members on the 60 day delinquency list and the information provided to the LSR President.

I know that each Director wants to insure that each member in their Division receives the benefits they were promised when they joined the NMRA. The best way to insure this is the case is to contact members who have failed to renew their membership. If a problem exists, a correction could prevent future losses.

4. Innovative ideas. Mike Mackey Division 1 Director has gone high technical with the monthly Divisional meeting. Beginning this month the meetings are video tapped and put on the Divisional web site and the FACEBOOK page. It is also being zoomed live. The meeting room has been set up with multiple cameras and listening devices so people being zoomed can not only participate in the meeting but see and hear the members at the meeting. The July meeting with have a live make and take clinic on building a flat car. As a test, a member on the west coast will be participating.

Nomination Chair Pete Leach reported:

The elections for 2021 are complete and all positions are filled. Here are the winners.

Position	Name
President	Donna Orr
Treasurer	Gert "Speed" Muller
Div 1 Dir	Mike Mackey
Div 3 Dir	Boyd Patterson
Div 5 Dir	Brooks Willig
Div 7 Dir	Don Kimmall

Thanks to everyone who ran and voted!

Next year's elections will include the 4 Divisions with even numbers, the VP and Secretary, and the 3 Director-at-Large. Please consider running (or rerunning) for these positions.

Anyone interested in running for an office or have questions, please contact me at pleachtx55@gmail.com

Non-Rail Chair Virginia Freitag No Report

Parliamentarian Ray Byer No Report

Photography Chair Michael Harang reported:

Have secured final products to take better photos at the 2021 Tulsa Union Convention. Plan on attending unless conditions change.

Publications Chair Riley Triggs

The number of downloads for Marker Lamp the past year:

Winter 2021	596
Fall 2020	579
Summer 2020	533
Spring 2020	559
Winter 2020	522
Fall 2019	578

Areas to address

I would like to bring focus on the chairs and directors in the region who have not been submitting reports. Each position should have something to say about their activities, the hobby, or the way they are engaging with the model railroading community as an elected or appointed member in support of the LSR's mission.

Youth Chair Jim Lemmond reported:

The 2020 Youth Awardees have or will receive their recognition plaques at ceremonies at the clubs that nominated them. Division 6 held a virtual award ceremony in March 2021. Division 8 will honor their awardee at a live meeting on July 17, 2021, at the All Points North Model Railroad Club in Conroe. No information has been received concerning Division 3.

Wanted! Nominees for the LSR 2022 Youth Award.

- Who: Any boy or girl 18 years old or younger with an interest in model railroading.
- Where: One nominee from each LSR Division.
- A past awardee: May be renominated for another year if they meet the qualifications specified in the LSR Constitu-

tion. Contact Jim Lemmond before December 1, 2021.
How: Fill out the special Youth Award Membership Form available on http://www.lonestarregion.com/
When: Submitted to your LSR. Division Director by December 1, 2021.
See LSR Division Directors List below.

For more information contact: Jim Lemmond, Youth Chairman:
jimlem@comcast.net

LSR Division Directors:

Mike Mackey
Division 1 Director
Email: director@cowcatcherdivision.org
Ken Mason
Division 2 Director
Email: series9parts@cox.net
Boyd Patterson
Division 3 Director
Email: mboydpattersonjr@gmail.com
Bob Thiele
Division 4 Director
Email: rthiele52@hotmail.com
Brooks Willig
Division 5 Director
Email: Headroadie2004@gmail.com
Don Winn
Division 6 Director
Email: donswinn@gmail.com
Don Kimmell
Division 7 Director
Email: prrdpkjr@msn.com
Elf4kcs@mac.com
Phil Stewart
Division 8 Director
Email: pstewart1225@yahoo.com

Website Chair Jeff Palmer reported:
Our service provider, Host Gator, continues to provide an excellent service.

The election website www.geekwithtrains.com has served us well in the past and was being updated for the 2021 election. The site was set to open the election at 12:01 AM on the first of March and shutdown at 12:00 PM on March 30, 2021.

As to the Officer's Page, use the link at the bottom of the LSR Officer's page or the URL - http://www.lonestarregion.com/node/7. Please remember, right now security is by obscurity or the general lack of availability of the material. No logon required. Don't share.

Over the past 6 months, 21 LSR emailing's have gone out, the volume will continue in support of the upcoming 2021 Convention and the 2021 LSR Election.

Normal activity continues, as the posting of reports, motions, and emailing for the upcoming Annual Meeting.

OLD BUSINESS

Old business opened with the reading of a letter from Chuck Lind:

To the Lone Star Region Board

First, I want to apologize for missing this Board meeting and the transfer of power to your new President, Donna. I am having to travel to Indiana for the Southern Forest Heritage Museum to inspect a Heisler Locomotive for possible use at the museum.

It has been my pleasure to serve the Region as your President. It seems hard to believe that 4 years have already passed by (except for 2020 which seemed to last forever). I want to thank everyone from the Directors to the Committee Chairs for your dedication and hard work. I could not have done this job without all of your help. We now have conventions scheduled for the next two years and hopefully some Division will step up and volunteer to host the convention after the National NMRA Convention in D/FW. This year we are having a joint convention in Tulsa, the first I can remember. Thanks for thinking out of the box. Our convention in Frisco and Houston were also breaking the old way of having convention. This is what will be needed as you move the Lone Star Region forward in the future. I still want to attend a convention in Louisiana so hopefully that will happen sooner rather than later.

As I said in my report a special thank you to Marc, I needed a Convention Chair and when asked he stepped forward and offered to help even though we had no convention scheduled and made things happen. Marc made the joint convention happen and I know how much work he has done that goes on before the proposal is brought before the Board. Marc is stepping down so hopefully someone will step up and fill this very important position. Jeff Palmer made my job easier. He kept track of items needed by National and of course made sure everything was ready for the Board Meetings with his Nag emails, it would be great if he only had to send out just one of those emails. He has always been just a phone call away when something needed to be discussed or posted out to the membership, thanks for your help. We were without a Membership Chair for a couple of years but after some gentle arm-twisting Ken took on the job. He has made phone cars and sent letters to the folks in the membership past due list. He was able to get several of those folks to renew and the ones that didn't he found out why they didn't. Ken keep up the good work.

Finally I need to say thanks to Riley for the work he does on the Marker Lamp. Having served as editor of the Marker Lamp in the past I know the difficulty of getting the information you need when you need it. His efforts have given us a newsletter we all can be proud of.

Ray Byer opened by presenting the President's Award to Division 3 for their outstanding work on acquiring new memberships. Accepting on behalf of Division 3 was Donna Orr.

Ray Byer opened Old Business by asking the Financial status of the LSR from the LSR Treasurer Gert Muller - see Treasurer's Report above. Gert let us know that the LSR is still Solvent and reported on the status of the budget. In short, All of the budget goals are being met.

NEW BUSINESS

The first order of new business in the installation of New Officers by Ray Byer. Motion 2 contained the following elected officers:

Donna Orr – LSR President
Gert Muller – LSR Treasurer
Mike Mackey - Division 1 Director
Boyd Patterson - Division 3 Director
Brooks Willig - Division 5 Director
Don Kimmell - Division 7 Director

Ray welcomed the new officers and thanked the departing officers for their service. Motion 2 was made by Pete Leach, 2nd by Phil Stewart, no discussion ensued and the motion was ratified unanimously. At this point, Ray Byer turned over the gavel to Donna Orr, the new LSR President.

Donna opened her term by thanked all who voted for her and turned her attention to Motion 3 – Audit Report. Donna ex-

plained that an audit of the LSR accounting records is done annually and this year's audit was done by Donna Orr, and Marc LaChey. No issues were uncovered and all was in order, Gert Muller made the motion to accept the audit committee's findings. 2nd by Marc LaChey. No discussion. Motion passed unanimously.

Gert Muller provided a budget report for the 2020/2021 fiscal year to date:

Budget												
Lone Star Region									**Financial Year (FY)**		**Proposed for FY**	
	FY	FY	FY	FY	FY	FY	FY	FY	**2020-2021**		**2021-2022**	
Note: All fiscal years are from May 1st through April 30th	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020				
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	**Approved**	***Actual***	**Proposed**	**Approved**
INCOME												
Ad, Dealer, Marker Lamp	$20.00	$0.00	$40.00	$73.00	$0.00	$40.00	$0.00	$0.00	**$20.00**	***$40.00***	**$20.00**	**$20.00**
Ad, Pike, Marker Lamp	$152.00	$384.00	$243.00	$104.00	$164.00	$112.00	$0.00	$0.00	**$50.00**	***$96.00***	**$20.00**	**$20.00**
Conv 2012 Proceeds Gulf Coast	$3,697.67											
Conv 2013 Repay Loan, DFW		$2,000.00										
Conv 2013 Proceeds, DFW		$8,331.27										
Conv 2014 Proceeds, Round Rock			$3,653.11									
Conv 2014 Repay loan, Round Rock			$2,000.00									
Conv 2015 Repay Loan, Beaumont				-$2,000.00								
Conv 2015 Proceeds, Beaumont				-$500.00								
Conv 2016 Repay Loan, DFW				$2,000.00	$2,000.00							
Conv 2016 Proceeds, DFW					$516.00							
Conv 2017 Proceeds, Houston						$226.00						
Conv 2018 Proceeds, Round Rock							$2,465.53					
Conv 2019 Proceeds, Frisco								$3,504.00				
Conv 2020 Proceeds, Houston								$1,619.00				
Conv 2021 Proceeds, Tulsa											**$500.00**	**$500.00**
Conv 2021 Repay Loan											**$1,000.00**	**$1,000.00**
NMRA Rebate	*$1,990.00*	*$1,929.00*	*$1,919.00*	*$1,916.00*	*$1,919.00*	*$1,848.00*	*$1,780.00*	*$1,706.00*	**$1,700.00**	***$1,605.00***	**$1,560.00**	**$1,560.00**
Interest Earned CD Fund	$6.24	$3.95	$2.04	$35.46	$40.06							
Interest From Conv Fund	$2.89	$1.92	$0.97	$26.60	$19.92							
Patches and Decals		$0.00	$0.00	$0.00	$0.00							
MSSB interest						$93.31						
Amazon Smile						$5.00	$0.00	$0.00	**$5.00**	***$0.00***	**$5.00**	**$5.00**
Transfer from Savings									**$1,000.00**	***$529.56***	**$290.00**	**$265.00**
TOTAL INCOME	$5,868.80	$12,650.14	$7,858.12	$1,655.06	$4,658.98	$2,324.31	$4,245.53	$6,829.00	***$2,775.00***	***$2,270.56***	**$3,395.00**	***$3,370.00***

	FY	FY	FY	FY	FY	FY	FY	FY	**Financial Year (FY)**		**Proposed for FY**	
Note: All fiscal years are from May 1st through April 30th	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	**2020-2021**		**2020-2021**	
EXPENSES	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	**Approved**	***Actual***	**Proposed**	**Approved**
Achievement-LSR Program	$7.51	$227.41	$30.54	$0.00	$100.00	$0.00	$0.00	$0.00	**$50.00**	***$0.00***	**$50.00**	**$50.00**
Board Meeting	$207.53	$183.94	$312.92	$0.00	$0.00	$81.39	$0.00	$0.00	**$25.00**	***$0.00***	**$25.00**	**$25.00**
Mid-Year Meeting Expense			$0.00	$174.68	$0.00	$0.00	$0.00	$0.00	**$25.00**	***$0.00***	**$25.00**	**$25.00**
Contest-Convention	$423.52	$134.49	$1,185.69	$905.04	$228.50	$382.77	$599.28	$817.57	**$100.00**	***$0.00***	**$500.00**	**$0.00**
Convention, non rail		$0.00	$0.00	$500.00	$0.00	$214.69	$500.00	$740.00	**$100.00**	***$0.00***	**$100.00**	**$0.00**
Conv 2012 Advance to Houston		$0.00	$0.00									
Conv 2013 Advance to DFW	$1,000.00	$0.00	$0.00									
Conv 2014 Advance to RR	$500.00	$1,500.00	$0.00									
Conv 2015 Advance to Beaumont			$2,000.00	$2,000.00								
Conv 2015 loss of Beaumont convention				$500.00								
Conv 2016 Advance to DFW			$2,000.00	$2,000.00								
Conv 2021 Advance to Tulsa									**$1,000.00**	***$1,000.00***		
Conv 2022 Advance											**$1,000.00**	**$1,000.00**
Convention General Expense (1)			$0.00									
501C3 IRS Expense			$400.00									
NMRA Rebate to divisions					$954.25	$1,149.00	$890.00	$853.00	**$850.00**	***$802.50***	**$850.00**	**$850.00**
Election-Expenses		$1,953.82	$1,242.21	$240.95	$57.36	$86.01	$194.32	$0.00	**$50.00**	***$0.00***	**$50.00**	**$50.00**
Historian-Expenses		$38.97	$0.00	$15.16	$0.00	$38.97	$0.00	$0.00	**$50.00**	***$0.00***	**$50.00**	**$50.00**
Marketing											**$0.00**	**$575.00**
Membership	$202.48	$0.00	$80.00	$0.00	$0.00						**$100.00**	**$100.00**
President-Office Expenses		$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**$15.00**	***$22.00***	**$15.00**	**$15.00**
Secretary Exp. & Postage		$45.09	$65.77	$0.00	$0.00	$0.00	$0.00	$0.00	**$0.00**	***$0.00***		
Treasurer Exp. & Postage				$0.00	$0.00	$0.00	$0.00	$29.05	**$20.00**	***$36.98***	**$40.00**	**$40.00**
Marker Lamp Print & Mail	$5,128.18	$0.00	$0.00	$0.00	$0.00							
Sign and Print for Events							$80.00	$0.00	**$50.00**	***$0.00***	**$50.00**	**$50.00**
Audio/visual				$0.00	$0.00	$0.00	$1,566.77	$0.00	**$50.00**	***$0.00***	**$50.00**	**$50.00**
Memorial Denotations	$150.00	$0.00	$47.00	$0.00	$0.00	$75.00	$200.00	$0.00	**$50.00**	***$0.00***	**$50.00**	**$50.00**
Web Site	$59.50	$59.50	$0.00	$0.00	$269.60	$50.52	$50.52	$596.14	**$100.00**	***$104.83***	**$100.00**	**$100.00**
Bank Costs						$26.00	$21.00	$0.00	**$40.00**	***$0.00***	**$40.00**	**$40.00**
Youth Program	$32.00	$28.00	$0.00	$32.00	$0.00	$221.00	$360.00	$120.00	**$200.00**	***$120.00***	**$200.00**	**$200.00**
Youth Chairman			$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	**$0.00**	***$184.25***	**$100.00**	**$100.00**
TOTAL EXPENSES	$7,710.72	$4,171.22	$7,364.13	$6,367.83	$1,609.71	$2,325.35	$4,461.89	$3,155.76	***$2,775.00***	***$2,270.56***	**$3,395.00**	**$3,370.00**
NET (INCOME-EXPENSES)	***-$1,841.92***	***$8,478.92***	***$493.99***	***-$4,712.77***	***$3,049.27***	***-$1.04***	***-$216.36***	***$3,673.24***	***$0.00***	***$0.00***	***$0.00***	***$0.00***

After considerable discussion revolving around the 2021 convention in Tulsa, it was decided to remove the budget line items for Non-Rail and Contest Room since these items are being covered by the convention. Once these corrects were agreed upon, Gert's Motion 4 was seconded by Don Kimmell and was Passed.

Next up on the Agenda was a discussion about contest ribbons. Currently, the rules for Non-Rail, Model, and Photo contests requires ribbons for 1st, 2nd, and 3rd place winners. The current LSR ribbon structure has an overlay for Year, one for Convention Town, and notification of score. These overlays require a special printing each year at an expense of $100.00 - $200.00 annually if you can find a vendor to make the overlays in the small qualities needed by the LSR. The current standard for awards is a plaque for 1st place.

Motion 5 allows the removal of the ribbon requirements from the contest rules. Ray Byers authored the motion, Jeff Palmer 2nd the motion. Minimal discussion ensued and the motion PASSED. The LSR has a good supply of the standard ribbons on hand that will last for several more years, allowing ample opportunity for review.

The next topic for discussion was the constant phishing attack the LSR has been under since the election of our current officers. Phishing is a cyber attack that uses disguised email as its entry point. The goal is to trick the email recipient into believing that the message is something they know and trust — an officer like the LSR President or Treasurer.

What really distinguishes phishing is the form the message takes: the attackers masquerade as a trusted or plausibly real person or company. It's the oldest type of cyberattack, dating back to the 1990s, and it's still one of the most widespread and pernicious, with phishing messages and techniques becoming increasingly sophisticated.

The easiest way to defeat a phishing attack is to look at the email address of the sender (From). The display name will be a name you recognize, but the actual internet URL will be different; i.e. Jeff Palmer<res06wqv@gte.net> (Actual) –
Jeff Palmer<reso6wqv@gte.net> (Phishing) –
Jeff Palmer<jl_palmer@msn.com> (Phishing).
If you only look at the display name "Jeff Palmer", you will be a victim of the attack. The attack always end in a request for money whether it's cash, gift cards, or bitcoin. Please be aware that any request for financial aid from the LSR will never be done by email. Do not be a victim. LOOK at the actual return address on every email you open.
Marc LaChey made pitch to the LSR BOD for the LSR to become a "Super Chief" sponsor to the North Texas Council of Railroad Clubs (NTCRC). For the past decade or more, the Council has provided the LSR/NMRA with space to recruit new members. As a show of appreciation for their generosity, Marc proposed the purchase of the sponsorship as a marketing tool for th LSR/NMRA to help with our recruiting efforts. The motion was 2nd by Ray Byer. After a limited discussion, Motion 6 was Passed.
In open discussion Marc LaChey and Boyd Patterson raised the idea to review the LSR Constitution and By-Laws, to add further clarity. It has been 6 years sinc the last time the Constitution and By-Laws had been reviewed, when the LSR became a 501(c)(3) and many of the procedures of how the LSR does business has changed. Donna Orr appointed a committee consisting of: Boyd Patterson, Pete Leach, Gert Muller, and Ray Byer to scope out the changes needed and to make recommendations by the next board meeting – Mid-Year in January 2022.

Marc LaChey presented the information about the 2021 LSR Convention to be held in Tulsa, OK. Being a joint convention with the Mid-Continents Region, currently there are 76 full registrants, and 10 non-rail. Clinics are currently being scheduled, and non-rail activities are being worked on. Overall, the convention is moving forwarded.

Bob Thiele presented an update for the 2022 LSR Convention. The site for the convention on May 5-7, 2022 is the Mayborn Convention Center, Temple, Texas – "Where Modeling meets Prototype Clinics are currently being scheduled, and non-rail activities are being worked on. Overall, the convention is moving forwarded.. One of the conventions focus will be on the AP program. Planning many hands-on clinics.

Mike Mackey presented the current status of the 2023 National Convention. Mike indicates that the convention effort is about to ramp up. Mike is looking for volunteers. Web work is needed. With the cancellation of the 2020 National Convention and with England pulling out of the 2022 Convention the St. Louis is being moved to 2022, we are waiting to see the effect of these changes on future National Conventions.

After the convention updates, Donna motioned for the conclusion of the BOD meeting. 2nd by Marc LaChey. No discussion. Motion passed and the meeting concluded at 1:46 PM.

Director Reports

Cowcatcher Division 1

by Mike Mackey, MMR
director@cowcatcherdivision.org
cowcatcherdivision.com

Division 1 has been on a roll since emerging from the pandemic! We resumed face to face meetings in May with an exceptional turnout. June's meeting was a big success with our annual Hot Dog cookout and July saw us set a new attendance record with over 30% of the division attend the meeting either in person, or virtually, via Zoom. Is that great or what?!?

The division continues to add more and more content to our YouTube channel. It's very easy to access by simply following the link from the division website: www.cowcatcherdivision.org. To help raise the quality of our video production, Division Videographer and Producer David Kranda, has enlisted several members to help with camera work while he mans the new video switcher the division purchased. Thanks to Division 5 Director, Brooks Willig, we were able to get a fantastic deal on this superior piece of equipment. Thanks again Brooks!

After 3 years as Division 1 Program Manager, Joe Liesing is passing the torch off to his replacement. Cole Rash has stepped up to fill the role. Dennis Wright will remain the assistant program manager and continue the things that he has been doing in that role. While we hate to see Joe step aside (believe me when I say that he's done a fantastic job!), we wish him luck in his new role as Regional Convention Coordinator. Personally, I know he will excel in that role!

As we go to press with this article, yours truly is serving as the Volunteer Coordinator for the visit of Union Pacific's 4014. The locomotive along with its beautiful passenger train arrive in Fort Worth on Friday, August 13, 2021 for a three day, two night stay. Predictions are for approximately 5000 railfans to greet her when she pulls in to downtown Fort Worth, with another 25,000 visitors expected onsite on Saturday.

Preparations continue on the 2023 International Convention, aptly named the "2023 Texas Express." A top notch team from across the LSR and also across the country have volunteered to help. We are still seeking many other volunteers to help in all aspects of the event. If you'd like to volunteer, and in the meantime, pick up some valuable volunteer points for the AP program, please drop me a line at director@cowcatcherdivision.org so we can add you to our growing list.

Much success to you all and remember…

Keep Training!

Bayou Division 2

by Ken Mason
series9parts@cox.net
504-722-6610

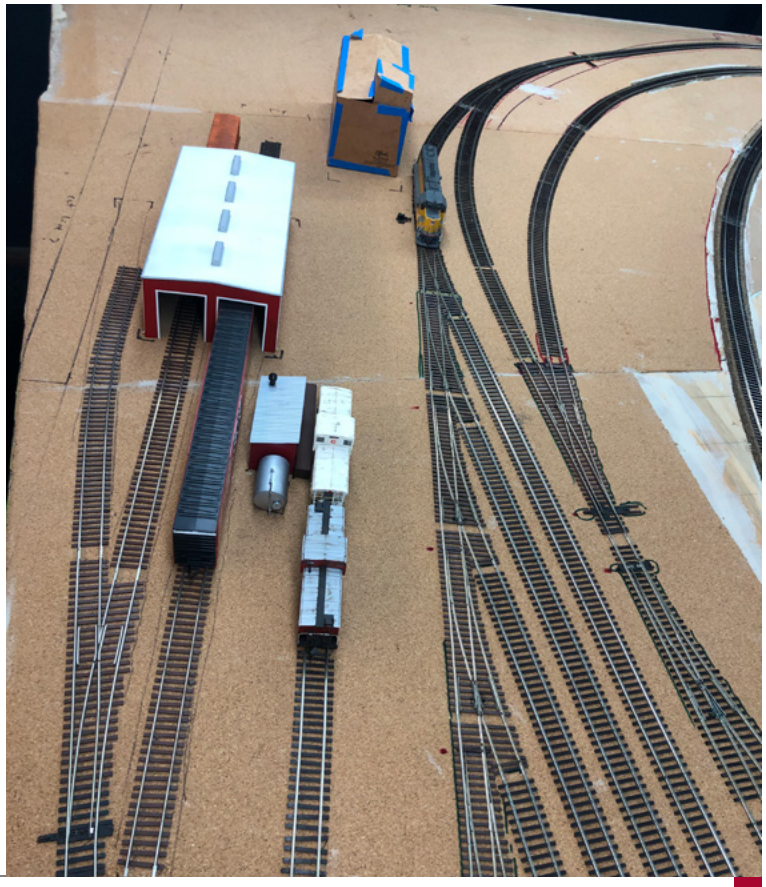
Since my last report I have learned that the Midsouth Club in Baton Rouge has started to have monthly operating sessions. Unfortunately, I have not been able to attend yet as the dates seem to fall on Saturdays when I have other commitments. Perhaps soon I will be able to make one.

The Greater Baton Rouge Model Railroaders in Jackson, Louisiana have resumed they're twice a month open house dates as well.

Here in my area, the Crescent City Model Railroad Club has been busy building the New McNaly yard and redesigning the passenger coach yard and UPT. Attached are a few pictures of this progress.

The CCMRC is also planning to have open house shows this year starting with the Saturday after Thanksgiving and continuing through the holiday season. For those interested in attending, I encourage you to check the CCMRC Facebook page for the most up to date schedules and information about the open house dates, times, and any special requirements. Hopefully, nothing will change to put a damper on these plans.

On a personal note, I am pleased to announce that I have qualified for my Association Official AP Certificate and look forward to receiving the actual certificate for Duane Richardson, our AP chair for the LSR. If anyone has any questions or needs help or guidance with the AP program, Duane is the person to contact.



North East Texas Division 3

by Charles Goodrich
goodrich.charles@att.net

No report

CenTex Division 4

by Bob Thiele
director@centexnmra.org
CenTexNMRA.org

No report

Division 5

by Dave Lamberts
DavidWL1944@aol.com
806.792.7244

No report

Division 6

by Don Winn
donnswinn@gmail.com
940.391.0950

The (virtual) National NMRA convention wrapped up in July, and was judged by many to be a great success, including myself. While not it wasn't quite the same as an in-person convention, it did perhaps draw in folks who would not have made the trip out to Santa Clara. I presented a clinic, and found that being able to interact with the viewers live via the chat window and also following up with another Q&A session afterwards was very effective. I was also on the Layout Design SIG consultation team. I enjoy volunteering at the conventions and encourage others to find a role to participate. It really adds another dimension to your convention experience.

Speaking of conventions, there is still time to register for our LSR regional convention to be held October 6-10 in Tulsa. Pulling in clinicians and modelers from the Mid-Continent region will really enhance the experience. It's time to finish up a few models to display in the contest room. To find out more, go to http://www.2021tulsaunion.com/

In June, I dropped in at our local clubs and found them to be very active. I took a few posed photos that I plan to develop into a recruiting banner.

SAMRA (HO) www.samratx.org

AMRE (HO) https://www.facebook.com/Alamo-Model-Railroad-Engineers-131049020314605/

SANTRAK (N: Both T-Trak and N-Trak)
www.santrak.org

Texas Transportation Museum
https://txtransportationmuseum.org/

The South Texas Railroad Social was held in June as a hybrid live/Zoom event. Frolin put in a lot of effort to coordinate all of the technology to make that happen, and it was a great success. The next session on September 2th is currently planned as a hybrid event again. For more info, visit http://www.southtexasrr.com/

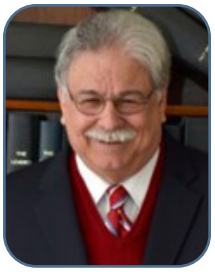
As always, if there is anything we can do to help you in your modeling, please don't hesitate to contact me.

Stay safe out there.

Division 7

by Don Kimmell
elf4kcs@mac.com
318.798.7718

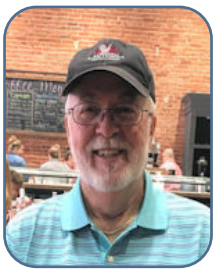
No report



Texas Gulf Division 8

by Phil Stewart
pstewart1225@yahoo.com

No report



At-Large

by Darryl Cowels
darrellcowles1@gmail.com

No report

At-Large

by Marc LaChey
bu1977@att.net

LSR Director at Large, Marc LaChey on the Cumbres & Toltec Scenic Railroad. Marc is a member of the Friends of the Cumbres & Toltec and volunteers as a Docent on trains running on the C&TSRR.

At-Large

by Pete Leach, MMR
pleachtx55@gmail.com

Forney No 3 leads a morning train across the trestle along the waterfront in Wiscasset, Maine. Behind No 3 is 312, a boxcar rebuilt by raising its roof to increase capacity. Both make a great addition to the roster.

I couldn't attend the June Board of Directors meeting held in Temple because of a conflict in my schedule. I was able to attend virtually though. It was a productive meeting and the Zoom set up worked well for those of us who were remote.

As Nomination Chair, I will be reaching out to the BoD and Divisions to get nominations for the officer positions up for election next Spring. Its time to start thinking how we can give back to this organization through service. I will work with Donna and Jeff to get the information out soon.

I believe some virtual meetings are here to stay. Our local San Jac Model Railroad club has been conducting hybrid meetings. Some folks attend in person and some virtually. The combined attendance has been at or above pre-COVID levels. I've noticed some newer faces on-line at these meetings.

Some are individuals who had been unable to attend these evening meetings because of health and/or distance. Continuing hybrid meetings may help to include these individuals in our gatherings. I haven't made it back to the community center for these meetings because of work schedules, but I do hope to get back in person soon!

I did attend my first in-person model railroad gathering in June at the local Petticoat meeting. These meetings are a nice informal gathering at a local BBQ restaurant where we eat meat and socialize, followed by a clinic. It was great to see old friends again. Petticoat was organized by Blake Boggs until he stepped down to work on his degree. Fortunately, Chuck Lind has stepped up to keep them going. We can always count on Chuck to step up whenever needed.

As mentioned in my previous report, I was asked to present an on-line clinic to the National Narrow Gauge io group. The group has a monthly meeting that includes a virtual layout tour, a clinic, and a presentation from a vendor. My presentation was given in July and was a combination clinic on downsizing and virtual tour of my layout. Although it was a lot of work to put together, I had great fun doing it. I hope I didn't bore too many folks talking about my Maine Two-Foot layout!

I am currently assembling the materials for my Backdrop Painting clinic. I am taking it on the road to Hickory, NC where I will conduct 2 make-and-take sessions at the National Narrow Gauge Convention. The NNG conventions are one of my favorite hobby events. It will be great to see some old friends and make some new friends. I am going to make this an epic trip by driving through several states in a circular pattern. I will get to see trains and my wife will get to do some sightseeing.

Unfortunately, I won't be attending the Tulsa Union combined convention in October due prior family commitments. I hope it is a success and serves as a model for other regions.

Lastly, I had 2 articles published in national magazines this summer. One on how I kit bashed an On30 version of a narrow-gauge Forney in the On30 Annual. The locomotive is based on a 2-Foot Gauge Portland built 18-ton 0-4-4 used by the Wiscasset, Waterville & Farmington Railway. The second was an article in the Short Line and Narrow Gauge GAZETTE on how I scratch-built a rebuilt boxcar for the same railroad. Here is a photo with both models on the trestle along the waterfront on my layout.

Youth

by Jim Lemmond
jimlem@comcast.net

The 2020 Youth Awardees have or will receive their recognition plaques at ceremonies at the clubs that nominated them. Division 6 held a virtual award ceremony in March 2021. Division 8 will honor their awardee at a live meeting on July 17, 2021, at the All Points North Model Railroad Club in Conroe. No information has been received concerning Division 3.

Wanted! Nominees for the LSR 2022 Youth Award.

- Who: Any boy or girl 18 years old or younger with an interest in model railroading.
- Where: One nominee from each LSR Division.
- A past awardee: May be renominated for another year if they meet the qualifications specified in the LSR Constitution. Contact Jim Lemmond before December 1, 2021.
- How: Fill out the special Youth Award Membership Form available on http://www.lonestarregion.com/
- When: Submitted to your LSR. Division Director by December 1, 2021. For more information contact: Jim Lemmond, Youth Chairman: jimlem@comcast.net

Mike Mackey
Division 1 Director
Email: director@cowcatcherdivision.org

Ken Mason
Division 2 Director
Email: series9parts@cox.net

Boyd Patterson
Division 3 Director
Email: mboydpattersonjr@gmail.com

Bob Thiele
Division 4 Director
Email: rthiele52@hotmail.com

Brooks Willig
Division 5 Director
Email: Headroadie2004@gmail.com

Don Winn
Division 6 Director
Email: donswinn@gmail.com

Don Kimmell
Division 7 Director
Email: prrdpkjr@msn.com
Elf4kcs@mac.com

Phil Stewart
Division 8 Director
Email: pstewart1225@yahoo.com

Treasurer Report

by Speed Muller, Treasurer
lsrtreasurer@huntatrophy.com
469-345-0022

Another financial year went by, probably one of the most "financially" quiet ones. And likely a lot more profit made running model trains delivering passengers and freight! We still have full, one year NMRA memberships (including the magazine) available for any veterans or active service personnel who would like to join.

2020/21 Financial Year:

Beginning Balances (2020/05/01)		
LSR Unrestricted Accounts		$ 42,350.93
Beginning Total LSR Net Worth (A)		$ 42,350.93
Liabilities		$ 1,311.36
Bob Clark Fund	$ 528.86	
Division 2&7 in Escrow	$ 122.50	
Delattre Fund	$ 660.00	
Starting Bank Saldo		$ 43,662.29
LSR Proceeds		
Dealer Ad		$ 40.00
Pike Ad		$ 96.00
NMRA Rebate		$ 1,605.00
Total Proceeds (B)		$ 1,741.00
Disbursements		
Youth Membership Program		$ 120.00
Youth Chairman		$ 184.25
Treasurer Expenses and Postage		$ 36.98
President Expenses and Postage		$ 22.00
NMRA rebates to Divisions		$ 802.50
Convention Advanced, Tulsa '21		$ 1000.00
Website Expenses		$ 104.83
Total Disbursements (C)		$ 2,270.56
Net Proceeds-Disbursements (B-C)		$ -529.56
Updates to Restricted Funds:		
Division 5 Rebate into Escrow		$ 19.00
Division 7 Rebate into Escrow		$ 25.50
Change in Liabilities (D)		$ 42.50
Ending Balances (2021/04/30)		
LSR Unrestricted Accounts (E=A+B-C)		$ 41,821.37
Future Advance, Tulsa '21 (H)		$ 1,000.00
Total LSR Net Worth (J=E+H)		$ 42,821.37
Liabilities (F)		$ 1,355.86
Bob Clark Fund	$ 528.86	
Division 5&7 in Escrow	$ 126.50	
Delattre Fund	$ 660.00	
Outstanding Checks (K)		$ 429.48
Final Bank Saldo (G=J-H+F+K)		$ 43,606.71

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GERT "SPEED" MULLER
lsrtreasurer@huntatrophy.com

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www.houstonNcrowd.org

Pennsylvania Railroad
Laurel Valley Secondary

Pittsburgh Division Circa 1957
Brady & Jane McGuire, Sherman, Texas
903-868-2726
Southwestern Pennsylvania in Texas O Scale

Cowtown Model Railroad Club
Fort Worth, Texas

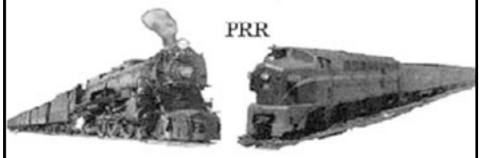
Home of the Gulf & Denver Model Railroad
A 501(C)3 Non-Profit Organization

CMRRC

www.cmrrc.webs.com

Visit our website for details, membership and contact information.

THE ALLEGHENY RAILROAD
HORSESHOE CURVE
ALTOONA



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